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Directory of the Grain Trade

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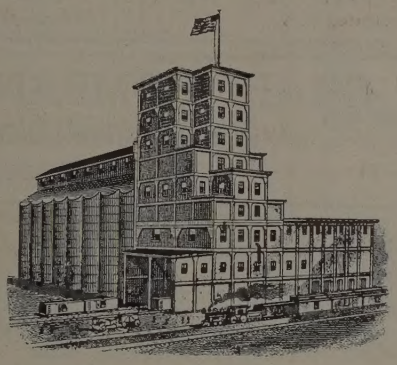

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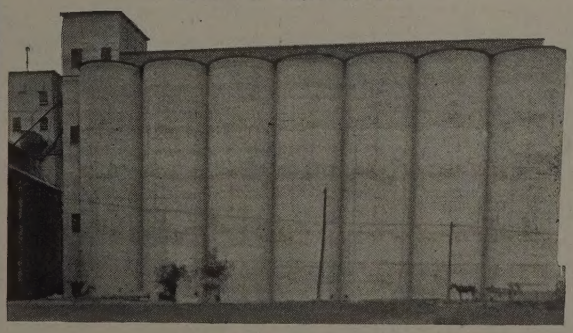

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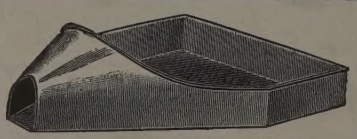

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Terre Haute and Evansville, Ind.

BALDWIN GRAIN COMPANY
GRAIN BROKERS
BUYERS OF CAR LOTS
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

MARSHALL HALL GRAIN CO.
DES MOINES, IOWA
Call us for highest TRACK BIDS
ALL MARKETS
W. G. CASE, Local Manager

RECEIVERS, SHIPPERS AND BROKERS

THE GATES ELEVATOR CO.
Receivers and Shippers
Grain, Hay and Millfeeds
CLEVELAND, OHIO

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

KNIGHT & McDOUGAL
Grain Brokers and Commission Merchants
CONSIGNMENTS SOLICITED
New York Chicago Baltimore

UNITED GRAIN CO.
Mill Oats Chicken Wheat Screenings
DULUTH, MINN.

Brainard Commission Co.
Receivers and Exporters
OATS and BARLEY
Send samples all off grade grains.
Consignments Solicited
Produce Exchange, NEW YORK

CEDAR RAPIDS GRAIN CO.
Receivers and Shippers
CEDAR RAPIDS - IOWA

Stockbridge Elevator Co.
BUYERS OF Salvage Grains
Submit Samples and Quote Prices
JACKSON MICHIGAN

W. M. BELL CO.
SUPERIOR SERVICE
Milwaukee, Wisconsin

STACKS & KELLOG
GRAIN MERCHANTS
480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed barley, screenings, off-grade and damaged grain.
Operating Private Elevator

E. A. GRUBBS GRAIN CO.
Greenville, Ohio
Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

"Iowa dealers will find Memphis a profitable market. Write us."
H. J. HASENWINKLE CO.

Offer Us
CORN, OATS
MILLFEED
SCREENINGS
FLOUR
ETC.

L. E. SLICK & CO.
BLOOMINGTON, ILL.

ASK FOR PRICES ON
CORN FEEDS
ALF-MOL-GRAIN
FEEDS
CORN MEAL
FLOUR

"Safety-First" Brand

The Scott County Milling Co.
Daily Capacity 3500 Bbls.
OFFER US YOUR SOFT and HARD WHEAT also CORN

Mills and Elevators,
SIKESTON,
DEXTER,
ORAN.

Storage
Capacity
3,000,000
Bushels

General Office:
SIKESTON, MO.

It's the Simplicity of arrangement that makes the

Universal Grain Code

such a valuable book as a labor saver. Then there is its completeness and up-to-dateness that make it the code for you.

Its 146 pages of bond paper contain 13,745 code words; bound in flexible leather; price $3.00.

Send your order today to
Grain Dealers Journal, Chicago, Ill.

WHY Your Customers Should Order Fertilizers for Fall NOW

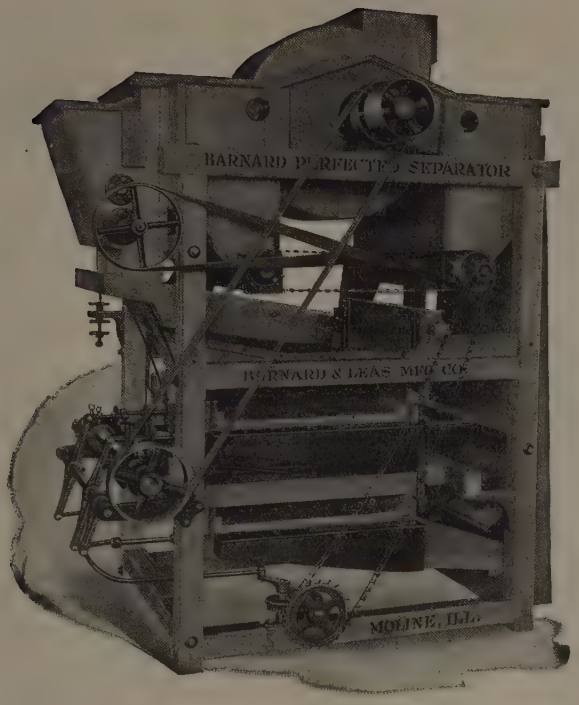
A Transportation Reason—So the dealer can order out his fertilizer in cars loaded to full capacity, which hold twice as much as average-loaded cars. Just half as many cars are needed—the other half are set free for other uses. Freight congestion is relieved. You stand a better chance of getting your fertilizer.

A Patriotic Reason—So all our industries, all our national resources, all our efforts can give a full measure of war time service, and so fertilizers can have a chance to increase our national food supply.

Order Fall Fertilizers Now

It's the same way with other necessary fall supplies. Write for copies of our pamphlet and poster on early shipments, free, for distribution at once.

SOIL IMPROVEMENT COMMITTEE
of the
NATIONAL FERTILIZER ASSOCIATION
Postal Telegraph Bldg. Chicago
Munsey Bldg. Baltimore



The Supreme Attainment
in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

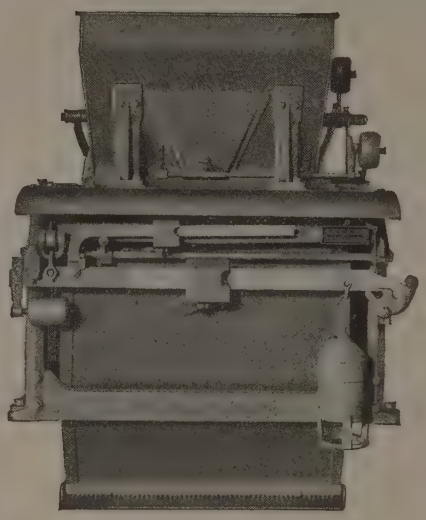
This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Thoroughly Adequate

Will your weighing facilities come up to that point which the Railroads call "adequate"? Before starting in on the shipping season it would be well to give this a little thought. With grain in such great demand and commanding such a high price, you cannot well afford to take a chance. If you already operate or install

The Howe-Sonander

Automatic Scale you can rest assured that your weights will be accepted. This scale is built in various sizes. Its NON-CHOKABLE FEED HOPPER prevents Cobs or trash from stopping the scales. In every sense of the word it's ADEQUATE.

If you wish more detailed information regarding the **Howe-Sonander,** drop us a card and it will be forthcoming.

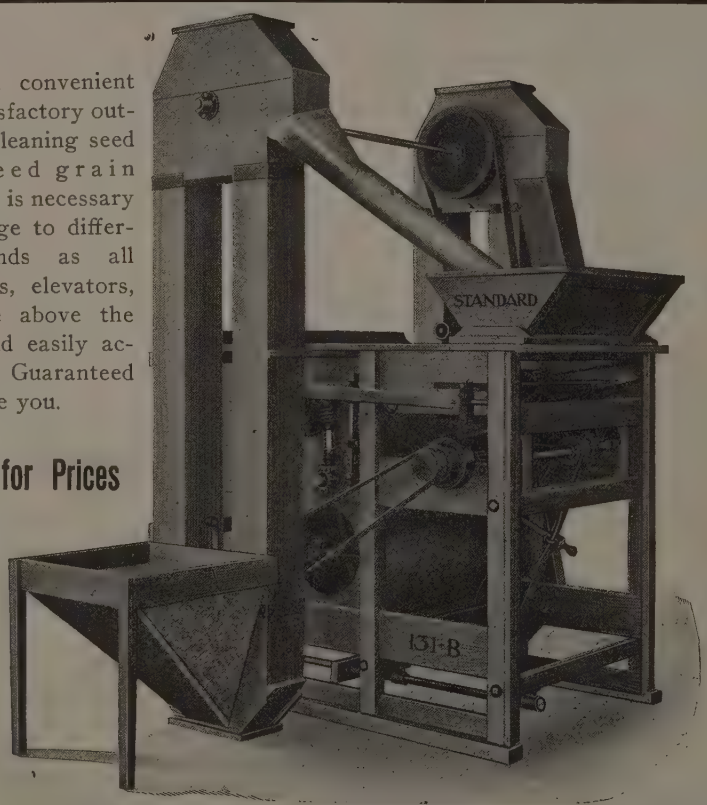
HOWE SCALE CO. of ILLINOIS

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr. ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.

For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St., PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

A most convenient and satisfactory outfit for cleaning seed and seed grain where it is necessary to change to different kinds as all spouts, elevators, etc. are above the floor and easily accessible. Guaranteed to please you.

Write for Prices



No. 131-B
Standard Seed Cleaner
with
"Traveling Brushes"
Standard "Blast Regulator"
"Feed and Sacking Elevators"
"Dump Hopper"

The International Mfg. Company

Crestline, Ohio, U. S. A.

WESTERN GYRATING CLEANER

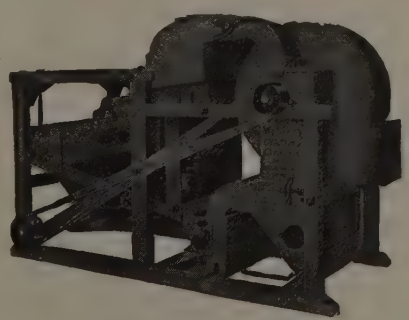
Is not a luxury, it's an investment where the dividends not only pay for the investment, but insure utmost profit on every car of grain shipped. It isn't the quantity of grain which brings the premium prices, it's the quality. With grain commanding high prices, grain buyers and receivers are more discriminating in buying grain. They want good, sound, clean grain, and are willing to pay over the market to satisfy their want. And it's the wise grain man who is satisfying that want. He has or is installing a Western Gyrating Cleaner.

The satisfaction of quality remains long after the price has been forgotten. That's the "Western" Way.

Any grain cleaner will clean grain, but a "Western" Gyrating Cleaner cleans any grain best, cheapest and most satisfactory.

It doesn't cost anything to know more about a "Western" Gyrating Cleaner, but it does cost a whole lot more not to.

UNION IRON WORKS **Decatur, Ill.**



"Western" Gyrating Cleaner

REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

THE RICHARDSON
Separates
OATS—WHEAT—BARLEY

No Grain Wasted

Large Profits Every Season

Our New Center Track Guarantees Durability
Write for particulars

Richardson Grain Separator Co.
15th Ave. S. E. and N. P. Tracks Minneapolis, Minn.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR $4.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3¾ lbs.

GRAIN DEALERS JOURNAL
305 So. La Salle St., Chicago, Ill.

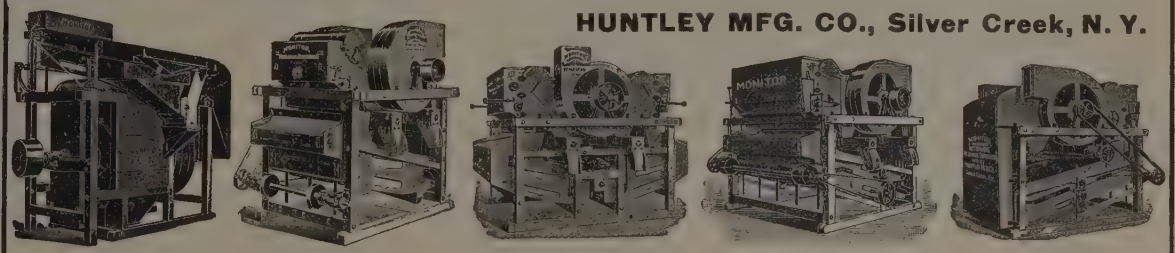
Skyhigh Quality

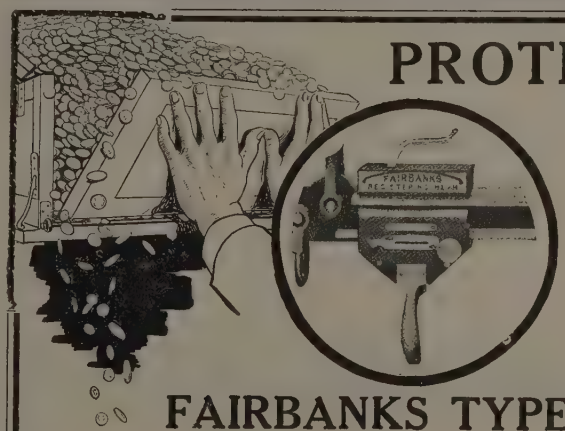
Monitor

Smutters
Oat Clippers
Grain Cleaners

The highest quality plus—the pinnacle of perfection in materials, workmanship and finish is an every day "Monitor" standard—never departed from. That surpassing quality built into 35,000 "Monitor" Grain Cleaners in the past 38 years has, for every user, proven exactly the correct thing. Occasionally someone wants a more cheaply built Machine, we necessarily must direct them to others. On the other hand, as "Monitors" have steadily increased in favor with experienced, critical users, and today more of them are in use in the World's largest, modern Elevators than any other make, we shall continue to make "Monitor" quality our first and last consideration—"Monitors" will continue to be the World's best in quality. Our literature explains, you are welcome to it.

HUNTLEY MFG. CO., Silver Creek, N. Y.



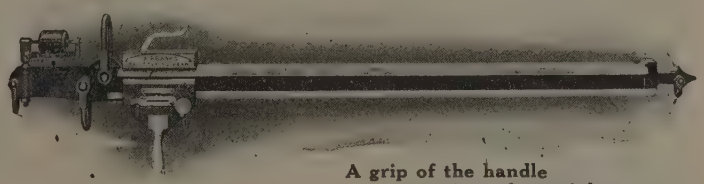


PROTECT YOUR PROFITS

With a Fairbanks Type Registering Beam. It gives printed records of every load you weigh. Its use prevents mistakes in reading weights and writing down figures. You not only have an indisputable record yourself, but with the same operation you provide your customers with a permanent duplicate. Its use inspires confidence. It is a sure trade-builder for you.

FAIRBANKS TYPE REGISTERING BEAM

Any Fairbanks Wagon or Auto Truck Scale can be and should be equipped with the Fairbanks Type Registering Beam. It is a **Positive Profit Protector.**



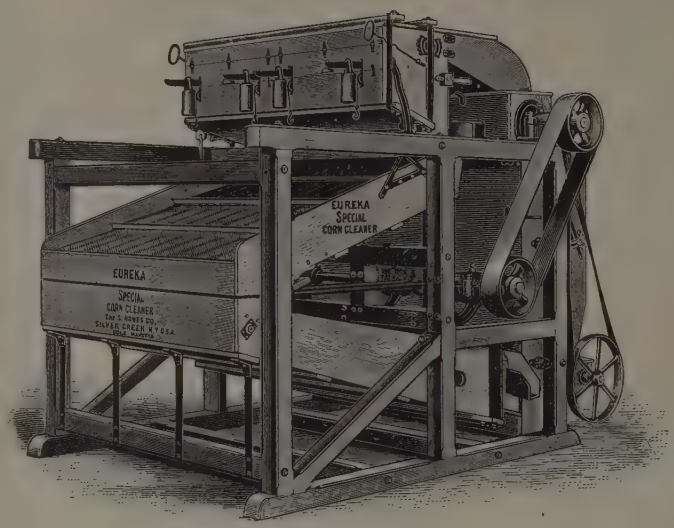
A grip of the handle prints the weight.

FAIRBANKS, MORSE & CO.

CHICAGO	DETROIT	OMAHA
CINCINNATI	KANSAS CITY	ST. LOUIS
CLEVELAND	LOUISVILLE	ST. PAUL

A very successful combined cleaner for both

CORN AND SMALL GRAINS



No changing of sieves necessary.

St. George, Kans., January 22, 1917.

The S. Howes Co., Inc.,
Silver Creek, N. Y.

Gentlemen:—Replying to your favor of the 19th, asking what service we are getting from our combined corn and small grains cleaner made by you and which has been in operation about 18 months, will say that it is giving splendid satisfaction in cleaning corn and wheat.

We can put 750 bushels of corn per hour over it when necessary.

We thank you for sending your catalogue; it is a good one.

Yours very truly,
Wm. Dalton's Sons.

EUREKA *Full particulars mailed promptly* EUREKA

THE S. HOWES COMPANY, Inc.
Eureka Works Silver Creek, N. Y.

Your
Over Head Expense

Burning Corn Cobs Will Reduce It

If you read the advertisement about what your power will cost, you have been doing some figuring.

Just as we told you before, if you want to dodge some of the high power bills which you have been paying in coal or electricity, the only thing to do is to arrange to burn your cobs. Cobs make an excellent fuel if handled properly and if burned on the proper kind of grates. Then, too, your power bills cannot be reduced to a minimum unless you operate with steam and utilize the exhaust as a by-product.

These are days when grain driers are being used more and more, and these can be used with exhaust steam.

We would like very much to correspond with you about these things.

We can give you the kind of steam power plants you ought to use.

Chandler & Taylor Co.
INDIANAPOLIS, INDIANA, U. S. A.

Your Firm Name

will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

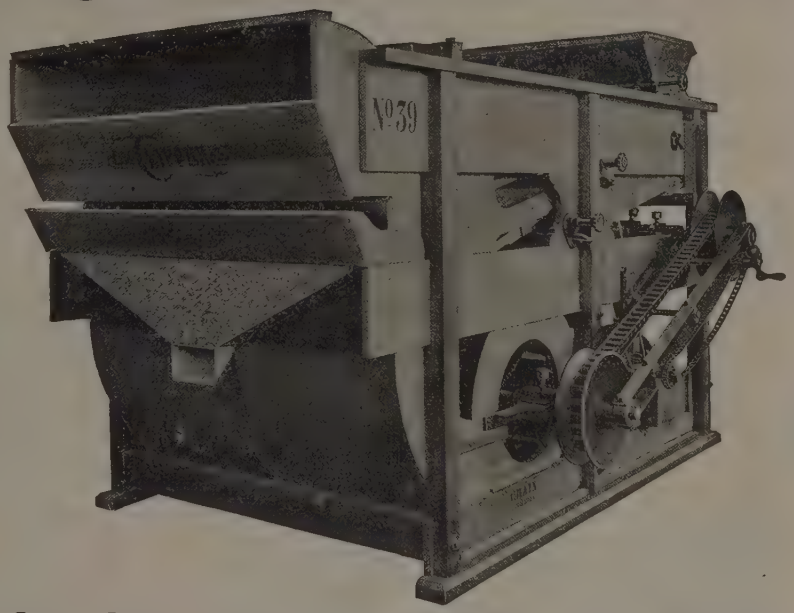
Printed on bond paper and bound in fexible leather. Price $3.00.

GRAIN DEALERS JOURNAL
305 So. La Salle Street Chicago, Illinois

The "Clipper" Grain & Seed Cleaner
WITH
Variable Air Regulator

The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.

Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. **"From a zephyr to a hurricane"** (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.



Write for circular giving full description.

A. T. Ferrell & Co., Saginaw, W. S., Mich.

ELEVATOR MACHINERY

GRAIN DRYERS—*All sizes*, CRUSHERS, SHELLERS *and* MILLS, CONVEYORS *and* ELEVATORS, CHAIN BELT *and* SPROCKET WHEELS, OAT MEAL *and* PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, $2.75.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

THE DOCKAGE SYSTEM

July 1st, next, all wheat will be subject to dockage for foreign matter. Every country shipper will be compelled to provide himself with the necessary apparatus to make tests.

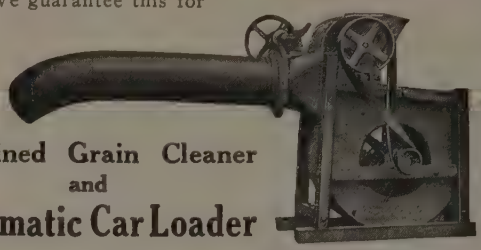
THE EMERSON TESTER

guarantee a perfect test according to the new federal rules. Not one kernel of oats left in the wheat. Over 7,000 elevators, flour mills, grain inspection departments and the U. S. Grain Standardization Department are users of the Emerson tester.

W. H. EMERSON & SONS
Campbell St. and M. C. R. R. DETROIT, MICH.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for



The

Combined Grain Cleaner and Pneumatic Car Loader

It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

THE U. S. ARMY NEEDS FORAGE MASTERS

"Do Your Bit"

where you are best qualified.

Men of average clerical ability experienced in the feed business. Required to make issues of forage, supervise storage and keep records of same.

Apply to

OFFICERS RECRUITING
For the Quartermaster Section Enlisted Reserve Corps.

Chicago, Ill. Cincinnati, Ohio
Cleveland, Ohio Denver, Colo.
Detroit, Mich. Milwaukee, Wis.
Omaha, Neb.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with **Torsion Balances.**

5055

Style No. 5055 Corn Acidity Determination and Fine Weighing.

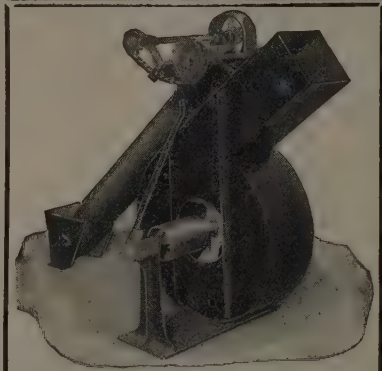
Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch: 49 California Street San Francisco, Cal.
Factory: Jersey City, N. J.
Office: 92 Reade Street New York



For a Conveyor, Pitless Elevator, Carloader, Combined Elevator and Carloader or Track-loader stationary and portable, write to

BERNERT MFG. CO.
759-33rd St. Milwaukee, Wis.

Coal Handling Machinery

If you are confronted with the problem of how to reduce your

Coal Handling Costs

our engineers will solve the trouble—no charge for this service.

We design and manufacture **Coal Elevators, Conveyors, Belt** and **Apron Conveyors, Pockets, Screens** and **Chutes, Wagon Loaders, Bagging Hoppers.**

Write for Catalog No. 16. Address nearest office for quick service.

GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.
Hudson, N. Y. New York Boston Philadelphia

DIXON'S Silica Graphite PAINT

gave EIGHT YEARS' SERVICE on these grain elevators. It is the BEST and most popular protective paint because it LASTS LONGER. Pigment and oil vehicle are of highest standard quality.

Dixon's Silica-Graphite Paint has no equal. Made in FIRST QUALITY only for over fifty years.

Write for detailed information and Booklet No. 15-B

Joseph Dixon Crucible Company
Jersey City, N. J.
Established1 827

EVERY time you boost the JOURNAL you encourage and help us to make it better.

"Procrastination is the Thief of Time"

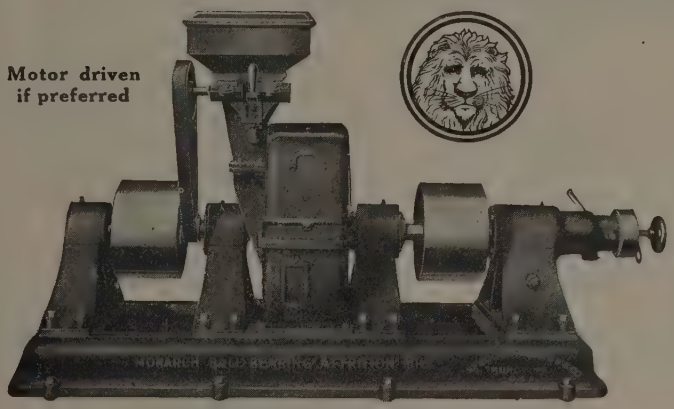
And it always results in loss to some degree. The Miller who puts off until to-morrow the purchase he knows he ought to make to-day, will invariably find that delays are costly.

You have an opportunity NOW to buy a feed grinder that will prove to be one of the most economical purchases you ever made. Unless you already own one, it will save more money, give longer and better service and a more satisfactory product than the mill you are using.

Time and the market wait for no man. Do it now—sit down and write for information concerning

The Monarch Ball Bearing Attrition Mill

Motor driven if preferred



Don't Neglect to Ask for the Catalog.

What do you want in the feed grinder that you buy? More and better work at less expense? The MONARCH answers these requirements—is designed and built to answer them—continuously—day and night, if necessary or desirable. In the best judgment of hundreds of owners the MONARCH has proved its value as an unquestioned investment in feed grinding service and satisfaction.

When the rush is on—and increased planting is going to make a rush—you will want action. The car shortage is bad—it may become worse. Fit your plant for action now, with a MONARCH.

Write for Catalog D-No. 115

Sprout, Waldron & Co.
Milling Engineers
Main Office and Works:
MUNCY, PA.
Chicago Office: No. 9 S. Clinton Street
P. O. Box No. 26

BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running.** 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

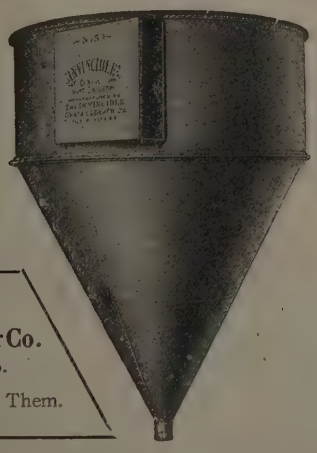
Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS



Tebbetts Mill & Elevator Co.
Tebbetts, Mo.
Are Installing Them.

All-Steel and Protected

for out-door use in any weather; the

INVINCIBLE CYCLONE DUST COLLECTOR

keeps the air of your mill dust-free and healthful.

Guarantee "Satisfaction without Reservation"

INVINCIBLE GRAIN CLEANER CO.
Dept. 4 Silver Creek, N. Y.

REPRESENTATIVES:

Chicago, Ill., 1041 Webster Bldg.....A. H. Kay
Bristol, Tenn., 111 East 5th St.....H. C. Purvine
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Kansas City, Mo., 211 Postal Bldg.....F. J. Murphy
Minneapolis, Minn. and Winnipeg, Man...Strong-Scott Mfg. Co.
Philadelphia, Pa., 25 S. 61st St.....C. Wilkinson
Toledo, O., Jefferson House.....Bert Eesley
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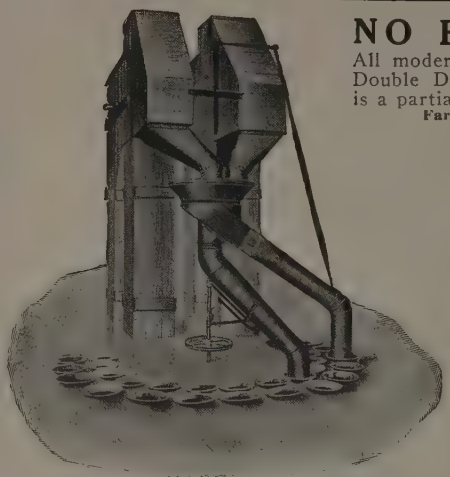

NO EXPERIMENT

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

Farmers	Elevator	Co.,	Sherwood, N. D.
"	"	"	Ransom, N. D.
"	"	"	Karnack, N. D.
"	"	"	Falsen, N. D.
"	"	"	Argyle, Minn.
"	"	"	Juanita, N. D.
"	"	"	Binford, N. D.
"	"	"	Tracy, Minn.
"	"	"	Niobe, N. D.
"	"	"	Emerado, N. D.
"	"	"	Wyndmere, N. D.
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Room with detached bath
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Room with private bath
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FIREPROOF
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ROME MILLER

~~HALL SPECIAL~~
(ELEVATOR LEGS)

Installed and CAPACITY guaranteed under test in your Elevator.
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HALL SIGNALING DISTRIBUTOR
MULTIPLICITY OF MERITS

Utilizes full capacity of all bins. Automatically locks, ACCURATELY. Automatically signals "Bin Full." Obviates necessity of climbing to cupola.

Obviates necessity of "Man Lift." Obviates back legging. Obviates chokes in back leg. Prevents mixing grain. Eliminates repairs.

It works all these wonders with only two moving parts, viz., revolving spout and latch, the simple movements of a kitchen door. Endurance exceeds that of the elevator.

In use in every state, probably in nearly every county, in the United States.

Inquire of any user in your vicinity.

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Prevent Leakages
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Used by Thousands of Progressive Shippers

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THE ONLY SANE, SAFE THING

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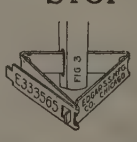

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305 So. La Salle Street CHICAGO, ILL.

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have been so well satisfied with the grain elevators we have built in all parts of the state during the last forty years, that we have been compelled to specialize in grain elevators and to study the needs of Hoosier grain dealers.

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Are now using them.
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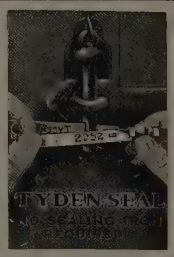

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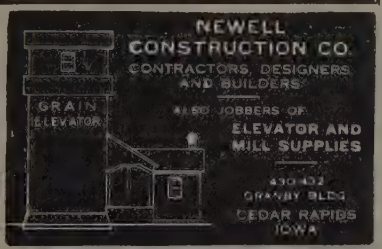

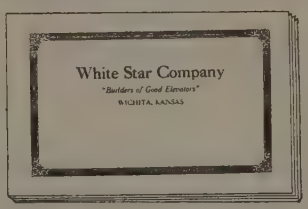

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The Automatic Dump Controller
USED EVERYWHERE

WHY!

Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

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A Soldier brave and true,
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I b'lieve in great simplicity—
When the wagons drive upon the dump,
I don't allow that jerk and bump,
I just say, Boys, "Be kerful Sil
And gently let the ol' cat die,"
And down she sinks with ease so sweet,
That if it were a dream complete.
You could not ask for more.

Circulars upon request.

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Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet.
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Eliminates Spotting Charges

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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive $5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

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A. J. Wheeler	Monarch Elevator	Wheeler Elevator
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Capacity 3,500,000 Bushels

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Designed and Built by

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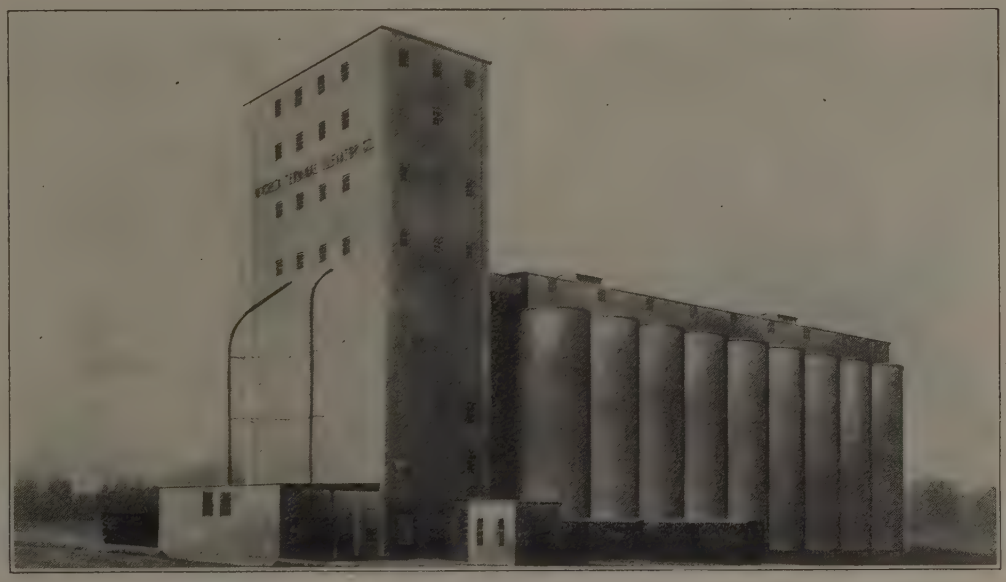

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Now under construction. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

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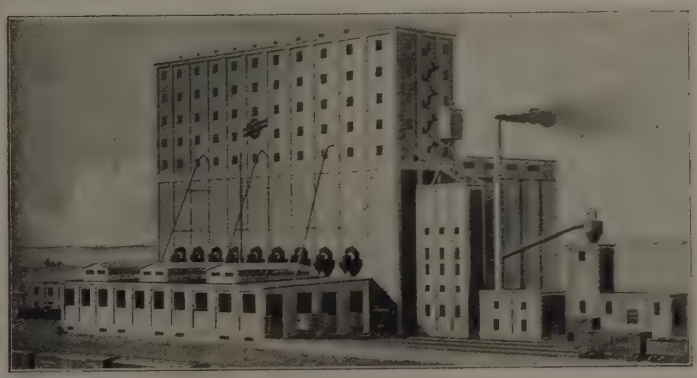

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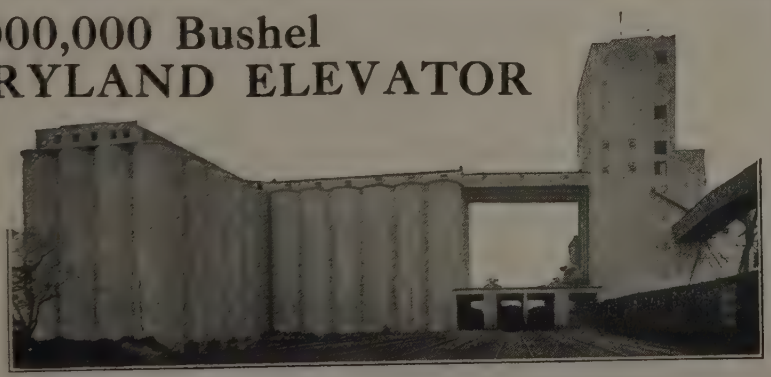
W. R. SINKS, Manager



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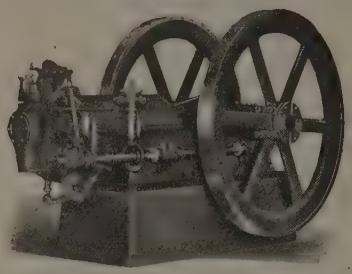
Without the Fire Hazard
THE H. O. CRUDE OIL ENGINE



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No Batteries	No Torches	THEREFORE—
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No Wires	No Hot Plates	
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The St. Marys Oil Engine Co.: I am glad to say that the 20 H. P. H. O. Type St. Marys engine we purchased from you is giving perfect satisfaction. It is much better than we expected. It pulls our flour mill, one 30-in. corn burr, and one 70-bu. per hour corn sheller, and doesn't seem to have any load. COTTAGE GROVE MILLING CO., J. H. RIDGWAY.

Your Engine Room will pay dividends if equipped with H. O. Crude Oil Engines.

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You Need Cheap Power

What else? You need power that costs less—that is more available—you need steady power, power that requires less fuel and less labor to produce—and that allows greater expansion.

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when you install the MONEY-MAKING MUNCIE crude and Fuel oil engine. Proof? Right quick!—drop us a card today.

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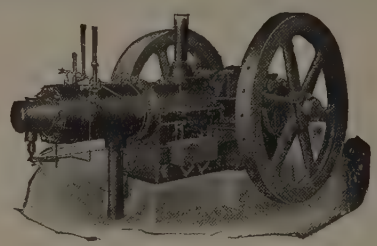

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Makes a KEROSENE ENGINE out of any make or type of engine, and saves 60% of the Fuel Bill. Ask the

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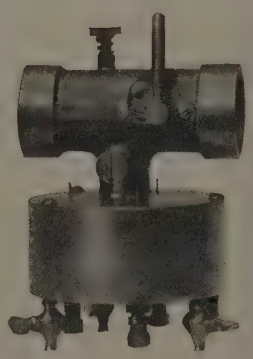

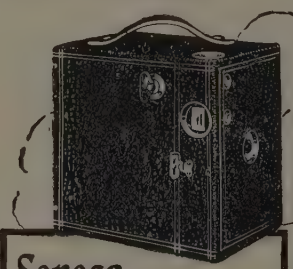

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The camera that has blazed the trail to successful photography—the light, quick, strong knock-about camera made entirely of wood and metal, with the new easy method of loading. A real photographic instrument ideal for the Boy Scout, The Campfire Girl, The Grown-up Vacationist.

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Automatic Drain Circulating
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will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

A post card will bring circulars

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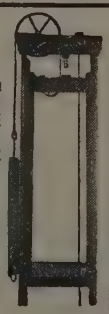


Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness Construction Company
203 Grain Exchange
OMAHA, NEB.
We Build
Modern Grain Elevators

Want an Elevator?

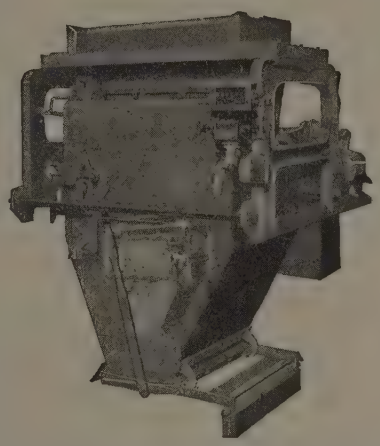
Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

RICHARDSON AUTOMATIC SCALES

¶ If it's a **WAGON SCALE** you need, you had better see the **RICHARDSON SCALE CO.** Suspension Bearing. Railroad Track Scale Pattern. No check rods to bind. No balls to freeze up in winter. SOLD ON FIVE YEAR GUARANTEE.

ARE SOLD
On a Record of Past Performances
NOT
On a Promise of Future Performances

Specify **RICHARDSON AUTOMATIC TYPE REGISTERING SCALE** for your new elevator. Don't say "Or Equal." There isn't any "Or Equal." Most of the **Reliable** elevator builders are glad to use **Richardson's.** It lessens their trouble.



50% Of Richardson Grain Scales sold are for the replacement of some other scale, bought by the owner for less money but guaranteed "to be as good as the Richardson"

RICHARDSON SCALE CO.

209 S. State St., Chicago
413 S. 3rd St., Minneapolis
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We recommend it. The trades endorse it.

Save telegraph tolls. Keep your business to yourself. Prevent Expensive Errors.

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7 x 4⅝ inches.

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315 So. La Salle St. Chicago, Ill.

Write for particulars

Humphrey Elevator Company
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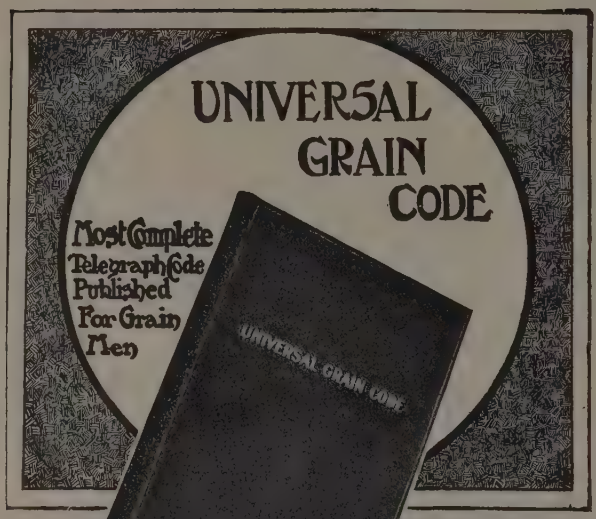

This, the most complete and up-to-date code published for the grain and milling trades, will save you money.

It will do more. It will prevent costly errors, keep your business messages secret and save you time in the selection and translation of your messages.

The 13,745 terms and phrases in this little book were compiled only after a long and thoro study of present day methods and practices, and no two code words are near enough alike to give rise to confusion in their translation. All are conveniently arranged for quick reference. The layout is so simple it could not be improved upon. Every dealer praises it. It is printed on bond paper and bound in black flexible leather at $3.00 the copy.

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GRAIN DEALERS JOURNAL
315 So. La Salle St. Chicago, Ill.

OUR IMPROVED
RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.
Form B—Loss of Quality Due to Delay in Transit.
Form C—Loss in Market Value Due to Delay in Transit.
Form D—Loss in Market Value Due to Delay in Furnishing Cars.
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Send all orders to

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Grain Dealers Journal, Woodward, Iowa, 6-1-15.
Chicago, Ill.
Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.
Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; $50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 20c per type line each insertion.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

FOR SALE—A 10,000 bu. grain elevator doing good business; good proposition. Address O. C. Stepanek, DuBois, Neb.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

BIGGEST OPPORTUNITY in Southwestern Minnesota—Elevator with coal, flour and feed, for sale. For price address Ed, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershimer, Dryden, N. Y.

NORTH DAKOTA—30,000 capacity elevator in good territory Western North Dakota. A money-maker and can be bought at actual cost. Address or wire Chas. Fjerestad, Williston, N. D.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

SOUTHERN INDIANA — Good elevator, feed and coal business for sale. Private switch; plenty of sheds and large warehouse; all in good repair. Address Feed, Box 10, Grain Dealers Journal, Chicago.

MICHIGAN—Grain and bean elevator, fully equipped and in good condition with coal sheds connected. Located in central part of Michigan on Grand Trunk. Will sell at a sacrifice. Address Grand, Box 11, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—Grain elevator for sale; size, length 24 ft., width 16 ft., height 20 ft. Has 12,000 lbs. capacity Hopper scales, 12 horse International gasoline engine with grain cleaner and clipper; wagon scales 12,000 lbs. capacity. J. M. Haigler, Carlton, Okla.

BARGAIN—Elevator, feed and coal business in good Northwestern Missouri town of 800; only elevator and soft coal business in the town. Price $3,000.00 if sold at once. Owner has other business. Address Cement, Box 9, Grain Dealers Journal, Chicago, Ill.

EASTERN MICHIGAN — 25,000 bushel capacity house in good wheat, oat and bean country, doing a large business. Reason for offering, ill health. Good coal and feed business in connection, located on Grand Trunk main line thirty miles west of Port Huron. Price upon application. Only those meaning business need answer this advertisement. Address C. R. Taylor, Capac, Mich.

EASTERN INDIANA—25,000 bushel capacity house in the most productive oats and corn country, doing a large business. Reason for offering, too much to handle. Will show exactly what elevator has done for years, as I have a complete record of all transactions pertaining to same as long as I have owned it. No competition. Only those meaning business need answer this advertisement. Price upon application. Address Price, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—$5,000, or rent at $40 per mo., elevator in N. E. Ill., at good grain point. C. J. Meyer, Ogamaw, Ark.

KANSAS elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

SOUTHWESTERN OHIO—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

WASHINGTON—30,000 bu. capacity grain elevator for sale at Irby, Wash. A-1 condition in every respect. Address A, Box 11, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—25,000 bu. elevator and coal business. Eastern S. Dak. Good corn country. Address Corn, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two Ohio elevators on Erie and Big Four R. R. Elevators doing a good business; good reasons for selling. Address Rain, Box 11, Grain Dealers Journal, Chicago, Ill.

MINNESOTA—Elevator fully equipped, gas power, dump scale, coal sheds; in good condition; close to Rochester, Minn., doing fine business. Address Box 79, Grand Meadow, Minn.

ELEVATOR FOR SALE at a bargain if taken at once. Only twenty-five miles from Minneapolis in the best grain growing country in the state, on the C., M. & St. P. Railway. Address J. J. Hynes, Rosemount, Minnesota.

BARGAIN FOR QUICK SALE—35,000 bu. capacity elevator in the best corn and oats territory of Western Indiana; averages 200,000 bus. annually. Modern residence included. Address Brown, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 60,000 bus. electric elevator in the best county in Indiana for wheat and corn, with a good business and a fine flour trade. Can give immediate possession. Address Rose, Box 11, Grain Dealers Journal, Chicago, Ill.

YOU ARE looking for us if you want the biggest elevator opportunity in the state of Ohio; 10,000 bu. cap. grain elevator, located on the Penn. R. R. in small town of about 100; good farming country; building in good condition; doing $35,000 business annually. Address Scale, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR TO BE SOLD AT PUBLIC AUCTION

Notice is hereby given that on the 30th day of June, 1917, at two o'clock in the afternoon of that day, at the elevator of the undersigned company, the elevator of said company together with the elevator equipment contained therein and coal sheds, will be sold at public auction to the highest responsible bidder for cash.

Prospective bidders should correspond with the undersigned secretary and treasurer relative to the transfer of the lease covering lot upon which said elevator is situated.

Inventory of property to be sold: one elevator, capacity 40,000 bushels, with complete equipment, including a new Globe Cleaner, four coal sheds and one feed mill.

FARMERS ELEVATOR CO of
ANAMOOSE, N. DAK.
Max Thurow, Sec'y & Treas.,
Anamoose, No. Dak.

ELEVATORS WANTED.

WANTED TO BUY an elevator near us. Address D. Milligan Co., Jefferson, Iowa.

WANTED—Good elevator and business in Central Indiana. Address Cash, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED to buy, an elevator in Central or Eastern Iowa, doing a good business; state full particulars and price in first letter. Address Table, Box 12, Grain Dealers Journal, Chicago, Ill.

TO TRADE—Quarter section good Prairie land in best wheat growing section in Western Manitoba, no encumbrance, for grain elevator property in Southwest Minnesota, Northwest Iowa or Eastern South Dakota. Address Hand, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

FOR SALE—One thirty-barrel flour mill, corn and wheat elevator, six-room house and two acres of ground in Jonesville, Ind. I. J. Ross, Columbus, Ind.

FOR SALE—Grain, feed, flour and seed business in Central Indiana; property modern, in A-1 condition. Profits last eight years $8,000.00 net annually; price right. If interested, address Sun, Box 11, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

FOR SALE—On account of poor health, controlling interest in Freeman-Bain Company of Aberdeen, South Dakota. One of the largest seed houses in the Northwest, doing a large retail and wholesale business; 30,000 capacity elevator in connection. This is a very rare opportunity and an A-1 proposition. For further information, address Box 861, Aberdeen, South Dakota.

FOR SALE—Three-fourth interest in 200-bbl. flour mill in connection with line of 5 elevators, all of which are located in great Oklahoma grain belt. Mill in town of 8,000; no mill competition. Entire new up-to-date machinery just being set in mill. A rare opportunity; a great money-maker; a reasonable cash payment and balance on long-time. If you mean business, address Frank Meyers, exclusive agent, El Reno, Oklahoma. Box No. 782.

FOR SALE—221 acres grain and dairy farm in Herkimer County, New York. Good house and farm buildings, silo; 5 miles from New York Central Railroad and Milk station; close to village, school, church and state road. There is now on farm 5 horses, 35 dairy cows, 15 head young stock. Will sell farm alone for $35.00 per acre, reasonable payment down, balance mortgage at 5 per cent interest. Will sell horses, dairy cows and farm implements with farm if wanted. Address Monroe, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED

GRAIN BUYER with 3 years experience desires position in Montana or the Dakotas; best of references. Address Ned, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as grain buyer; have had 12 years' experience. Can furnish good ref. as to my ability. Address M. H., Gen. Del., Kearney, Nebr.

SOLICITOR wants position, any territory, 12 yrs. experience selling carlots, 4 years buying experience. Best of references. Address One, Box 12, Grain Dealers Journal, Chicago, Ill.

OFFICE MAN with milling & elvtr. experience, familiar with books, system, sales, transit and traffic work desires good connection. Best of references. Address Book, Box 12, Grain Dealers Journal, Chicago, Ill.

MAN WITH 20 years experience in elevator, 5 years as manager, desires position in good grain belt of Ohio. (Now employed.) Address Wool, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. of country elvtr.; 27 years experience buying grain; 14½ years with one line house. Good ref. furnished; fully capable. Address West, Box 12, Grain Dealers Journal, Chicago, Ill.

NOTICE.

A grain man of ten years experience desires position as manager of farmers' elevator; can furnish the best of references and bond. Address Note, Box 12, Grain Dealers Journal, Chicago, Ill.

THOROUGHLY experienced grain man desires position as mgr. and bookkeeper of farmers' elevator in Ill. or Ind. Industrious, hard-working and efficient; no bad habits. A-1 ref. Address King, Box 11, Grain Dealers Journal, Chicago, Ill.

MORE than 15 years exp. with country elevators and merchandising grain from a terminal market, good on freight rates and a first class accountant. Want position managing line company or with local company handling a large business. Address Busy, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION wanted in farmers elevator, as manager or auditor, or as manager of elevator and lumber yard combined. Have had 10 years experience in grain buying and 2 years in running of lumber yard; speak and write Norwegian as well as English. A-1 ref. Address Wind, Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or buyer at good grain station; have had 12 years exp. in grain elevator work, 4 years as manager for private owner in grain, seeds, coal and feed; employed at present; good reason for changing. Married with family; no boozer; good ref. Address Blue, Box 10, Grain Dealers Journal, Chicago.

SITUATION WANTED WITH INVESTMENT.

WOULD LIKE to get into the grain business in a good school town. Have had 20 years' experience, farmers and old line companies, or could put in a little money with private party. Employed at present. Address School, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Position with good grain firm where I can get one year's experience and then purchase whole or part interest in an elevator. Have had some experience in grain business; high school graduate, 23 yrs. old; American; can also speak German. Address Rex, Box 11, Grain Dealers Journal, Chicago, Ill.

BARTER AND EXCHANGE.

THREE HIGH 7x15 Nordyke & Marmon corn roll; will sell or exchange for 9x24 corn roll. Knollenberg Milling Co., Quincy, Ill.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

HELP WANTED

MANAGER WANTED by Burr Farmers Elevator & Supply Co. State salary, references and experience. Applications must be received before June 30. Address Henry Reyerson, Sec'y, Canby, Minn.

WANTED—By Michigan firm, live young man with some experience in jobbing hay and potatoes. State age, experience, references and terms in first letter. Addo. Mine, Box 11, Grain Dealers Journal, Chicago.

CORN AND FEED miller with some capital wanted, in a good corn and dairy country. Give experience, salary and what you have to offer in first letter. Address Miller, Box 12, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

WANTED

Successful, live Brokers in the Metropolitan District of New York desire

SELLING AGENCY

MALT

PEARL BARLEY

BREWERS BARLEY

Write H. B., Box 12, Grain Dealers Journal, Chicago, Ill.

ROLLER MILLS WANTED

CORN ROLL, 9x24, any first-class make. State price and condition. Knollenberg Milling Co., Quincy, Ill.

PARTNERS WANTED.

I KNOW of bargain in transfer elevator and feed mill in Western York state; want partner to assist me in buying and operating it. Box 752, Buffalo, N. Y.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PASTES & NOODLES manufacturer has patent, wants partner who can dispose of 50 bbls. of flour a day and sufficient capital to buy machinery. Big profits and no fear of competition. Address ABC, Box 12, Grain Dealers Journal, Chicago.

MILLS FOR SALE

FOR SALE.

150-barrel flour mill with elevator attached, railway trackage; A-1 running condition, now operated under lease expiring August 1st. Ellis machinery thruout. No better location. Elevator ships over one hundred thousand bushels grain annually. Will sell if taken quick at fifty per cent of actual cost to build; any reasonable terms or trade for land not encumbered. McGray & Kjelstrup, Underwood, N. D.

FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for $10,000 cash. For further information, address O. W. Rechsteiner, Seville, Ohio.

ADDRESS WANTED.

WANTED—Present address of The Pailing Grain Co., formerly located in the Grain Exchange Bldg., Omaha, Nebr. Address Pail, Box 12, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

FOR SALE—One three hundred bushel Fairbanks hopper scale, in good order. For price, write The Conover Grain Co., Conover, Ohio.

REFITTED 200 bushel Howe "Ball Bearing" Hopper scale; also office Fireproof safe suitable for mill or elevator office. Howe Scale Co., 407 N. 4th St., St. Louis, Mo.

FOR SALE—One thousand bushel Monarch Hopper scale, guaranteed good as new. Full capacity beam. Lower floor connection. $125.00. Richardson Scale Co., Wichita, Kansas.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes; Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
1009 West Ohio Street Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—1 Mattoon Pneumatic car loader. 523 Board of Trade, Indianapolis, Ind.

FOR SALE—1,500 Bushel Invincible grain cleaner. Address Burrell Eng. & Constr. Co., 327 S. LaSalle St., Chicago.

FOR SALE—Two Star traction water well drilling machines, one No. 1 and one No. 1 special. C. Friedly, Dunkirk, Ohio.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

BARGAINS. BARGAINS.

Attrition mills, No. 8 Bowsher roller mills, Burr mills, reels, pulleys, friction clutch pulleys, heavy duty belt tighteners, sprocket wheels, boxings, etc. Let us have your wants; we may have it at a bargain as this material is for sale. A. G. Brandt Mfg. Co., Hagerstown, Ind.

ELEVATOR MACHINERY FOR SALE

4 Stephens-Adamson Boots with pulleys, sizes 20x24, 21x24, 26x24.

10 pulleys of miscellaneous sizes.

Several shafts of different sizes and lengths.

A section of conveyor and box, about one hundred and fifty feet in all, has eight openings and pulleys, clutches, etc., all ready to operate. It's 16 in. conveyor and 17 in. box of Weller Mfg. make.

Have some other miscellaneous stuff capable of being used in a transfer house. Harvey Grain Co., 730 Webster Bldg., Chicago.

FOR SALE—MACHINERY
AT BARGAIN PRICES.

1—No. CC "Sonander" Automatic Scale, 3 bu. hopper, cap. 500 bu. per hr.
1—No. D "Sonander" Automatic Scale, 4 bu. hopper, cap. 1,000 bu. per hr.
2—No. 4 "Monogram" Exhausters.
1—9 inch "Caldwell" Trolley Spout.
12—8 inch Cast Iron Floor Funnels.
2—No. 25 "Niagara" dust collectors.
2—No. 26 "Niagara" dust collectors.
4—No. 930 "Gauntt" feeders.
1—No. 2 Invincible-"Sypher" magnetic Separator.
3—No. 5 "Monitor" Cracked corn separators.
1—No. 2½ "Invincible" oat clipper.
1—9x18 "Case" Two pair high feed mill.
2—9x24 "Allis" Three pair high feed mills.
1—9x30 "Allis" Three pair high feed mill.
2—No. 8 "Bowsher" feed mills.
1—No. 1 "Willford" feed mill.
1—No. 0 "Willford" feed mill.
1,000 ft. 4 inch Steel Conveyor.
900 ft. 6 inch Steel Conveyor.

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators.

We ship to responsible parties on 30 days' time.

Write today for our complete bargain list.

Est. 1872. B. F. Gump Co. Inc. 1901.
431-437 S. Clinton St. Chicago.

TEUSCHER AND SON MACHINERY SUPPLY CO.

St. Louis, Mo.

We Just Received
125,000 Lbs.
(2 Carloads)
of New Canvas Stitched Belting in full rolls, and remnants 1" to 48" wide—4-5-6-8-10 Ply. Big Price Reduction. Write for complete list.

MACHINES FOR SALE.

FOR SALE—One No. 3 Invincible double receiving separator. 523 Board of Trade, Indianapolis, Ind.

FOR SALE—Second-hand machinery, pulleys, belting, etc. Kaucher, Hodges & Co., Memphis, Tenn.

FOR SALE—Eureka Receiving Separator in fairly good condition; rated capacity about 300 bu. per hr. $40 f. o. b. here. C. C. Norton's Sons, Greenfield, O.

FOR SALE cheap, Noye feed mill, 6 roll 9x30; 32 h. p. Fairbanks-Morse gas engine. Both in first-class condition. Farmers Co-operative Elevator Co., Neillsville, Wisc.

FOR SALE cheap, several double cleaners for grain or seed; want to close at low price; successfully used by hundreds of grain men. For full particulars, write Johnson & Field Mfg. Co., Racine, Wis.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE.

One No. 00 Barnard & Leas Little Victor corn cleaner.

One Whitman & Barnes hay baler, as good as new.

One No. 3½ Prinz improved grading and separating machine (especially for Cockle).

Columbia Mill & Elevator Co.,
Columbia, Tenn.

1—16" B. B. Attrition Mill & Drive $220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, ⅓ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. **Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.**

"Builders of Better Mills."
George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—Heavy duty Corliss engine, 12x24, 60 to 100 horsepower. First class condition. Will sell for $300.00; cost $1,200.00 new. Have cheap electric power and don't need it. Henry Field Seed Co., Shenandoah, Iowa.

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

MACHINES WANTED.

WANTED—No. 3 style F Monitor Receiving Separator for elvtr.; must be in good condition. Oregon Fike, Howard, Ohio.

WANTED—Good second-hand combination corn sheller and cleaner. Capacity from 200 to 500 bu. per hour. Must be in first-class condition and cheap for cash. Also 35 feet of 6 or 7 inch good second-hand leather belting; double preferred. W. E. Gest, Defiance, Ohio.

ENGINES FOR SALE.

WILL SELL or exchange 20 h. p. Fairbanks gas and oil engine in order to replace with 10 h. p. electric motors. M. S. Mellor, Almena, Kans.

FOR SALE—22-hp. Jacobson automatic gas engine; can be operated by crude oil, gas or gasoline; shafting and pulleys. Ferd. Bauer, 1347 Pierce Bldg., St. Louis, Mo.

FOR SALE—50 h. p. Fairbanks-Morse oil engine, Type "N. B." Used very little, good as new. Have cheap electric power and don't need it. Chas. Wolohan, Birch Run, Mich.

FOR SALE—One 20-h. p. gasoline engine (Brown) practically new; in A-1 condition for a second-hand engine; will sell cheap. Central Iowa Grain Co., Des Moines, Iowa.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

POWER TO FIT EVERY DEMAND

High grade rebuilt engine values, 1 to 100 hp. at prices you want to pay. Send for big list of engines suited for elevators and mills, for factories and farms, for autos and trucks, for boats and hydroplanes and state your power needs so that we may quote with description.

BADGER MOTOR CO.,
MILWAUKEE, WIS.

DYNAMOS—MOTORS.

FOR SALE—10 h. p. direct current Wagner motor, practically new, good condition. Knollenberg Milling Co., Quincy, Ill.

WE ARE in the market for a first-class second-hand 15 to 25 hp. electric motor. Address Kinsey Bros., North Manchester, Ind.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

DO IT NOW

GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm .....

Capacity of Elevator ..... bus.

Post Office .....

State .....

SEEDS FOR SALE—WANTED

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

SAMUEL McCAUSLAND
Belfast, Ireland
Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogstail seed, etc. Importer of Clover and Natural grass-seeds.
Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

WE OFFER

Feeding Peas, Hemp, Orchard Grass, D. E. Rope, Crimson Clover, Hairy Vetch.

Immediate Shipment

WM. G. SCARLETT & CO.
Baltimore, Md.

SEEDS FOR SALE

SUNFLOWER SEED for sale. P. L. Zimmermann Co., St. Louis, Mo.

FOR SALE—Five hundred bushels semi-grown alfalfa seed. Address Western South Dakota and Black Hills Alfalfa Seed Growers Ass'n, Rapid City, S. Dak.

NORTHERN GROWN CORN — Flint, Northwestern Dent, Minnesota King. This corn can be planted safely any time in June in Iowa for hogging down purposes and further south for second crop. Superior to Mexican June corn for that purpose. Southern grown millet. German, Siberian, Japanese. Wire for price. D. D. Simmons Co., Moorhead, Minn. The Moorhead Seed House.

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

SCREENINGS wanted, all kinds. P. L. Zimmermann Co., St. Louis, Mo.

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

THE CRUMBAUGH-KUEHN CO.
TOLEDO, OHIO
We pay top prices for seeds. Your track or Toledo. Send samples.
CLOVER
Samples, prices and our market letter upon request. Cash and futures.
ALSIKE TIMOTHY ALFALFA

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for
Red, White and Alsike Clover
Timothy and Alfalfa Seed
SEED CORN FIELD PEAS

Directory Grass Seed Trade

ATCHISON, KANS.
Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.
Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.
Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
McClinton & Co., wholesale, export & import.
McCausland, Samuel, ryegrass and dogstail.

CHICAGO, ILL.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.
Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.
Noble Bros., whlse, seed merchants.

INDIANAPOLIS, IND.
Indiana Seed Co., The, Seed Dealers.
Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.
Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.
Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.
Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.
Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.
Radwaner, I. L., field & grass seeds, exp. imptrs.

PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.
J. Goldsmith & Co., grass seeds, peas, grain.
Kaercher-Schisler, F. & G. S. Co., seed merchants.

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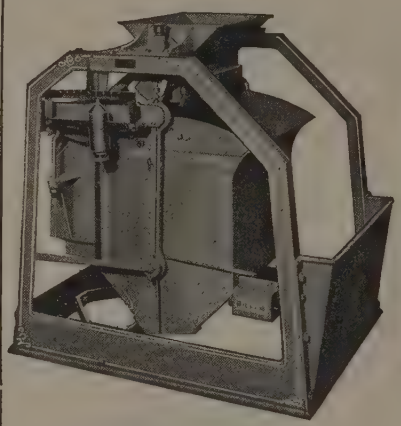
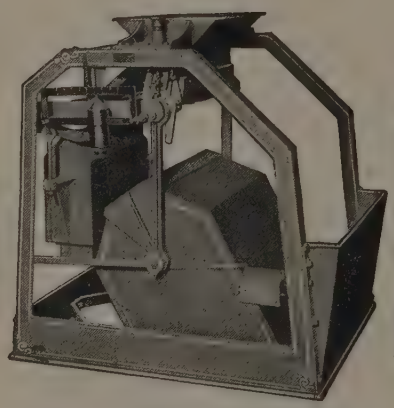
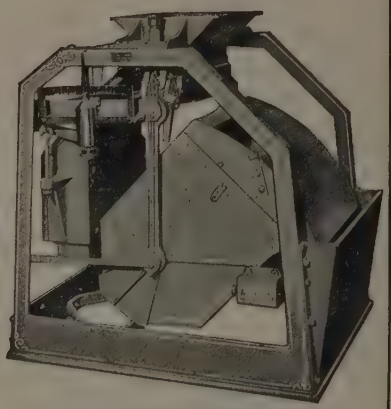


The Bucket in Upright Position Ready to Receive Grain



Position of Bucket When Dumping Weighed Grain



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GRAIN DEALERS JOURNAL

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JUNE 25, 1917

WELD COUNTY, Colorado, has 16 brand new elevators, some of which are equipped to handle beans as well as grain, and the crop this year is so promising that the grain men expect to be kept working nights and Sundays.

LIGHTNING HAS struck a number of elevators during the last month, and this cause bids fair to maintain its high average of destructive fires. The one remedy is the installation of heavy copper rods, so installed as to protect the property from being struck.

THE OPINION expressed by the Legislative Com'ite of the Indiana Grain Dealers Ass'n. that "nothing so dignifies our business as to have our scales in tip top shape at all times" shud give elevator owners food for serious thought, and cause for action. How are your scales weighing today?

GRATIFYING improvement in the crop is reported from the winter wheat territory as harvest draws near. Spring wheat has become well rooted during this cool weather, and is more than likely to ripen this year without damage by rust and hot winds, as poor crops in the Northwest are most often followed by big yields the next year.

RATE ADVANCE hearings having been closed June 12 after a 3 weeks' testimony the Interstate Commerce Commission will give its decision by July 1. As all of the grain exchanges and business organizations failed to present a united front against the increase it is likely some considerable increase will be granted by the Commission, and shippers will be wise to adjust their contracts to this eventuality.

A SUFFERER from equity agitators, "who pick their living by organizing stock companies" takes a much merited rap at this species of mankind, which does not hesitate to organize new elevator companies at stations already oversupplied. This wasteful proceeding gives them an opportunity to reap a richer harvest from their efforts, but invariably places a greater burden upon the community, and without any permanent benefit.

BRASS and STEEL are commanding such attractive prices from the junk men, that petty thieves are robbing grain elevators in the northwest, to obtain the coveted metal. Many elevator men provide heavy locks for all doors and heavy shutters for all first story windows, so as to be able to keep the marauders out. Belting is so much more valuable, the wonder is the thieves have not long since established second hand belting shops.

THE FACT that the Interstate Commerce Com'isn considers the keeping of records of weights of sufficient importance to include this matter in its schedule of subjects to be taken up at the Hearings on Natural Shrinkage to be held next month shud prove to shippers that too much care can not be given to this part of their work, and those who do not have complete records owe it to their business to install a good system without delay.

FAKE GRAIN ELEVATOR inspectors, claiming to be working under the guidance of the state fire marshal, have been going over grain elevators in Indiana, as well as in Illinois. Grain dealers should insist upon perusing the credentials of the so-called inspectors, before permitting them to go about the plant. No doubt the real inspectors will do much good in calling attention to fire hazards, but that does not justify the admission of the fakers. Keep them out.

CORN for Europeans is suggested by a contributor to "Letters" this number because of our large prospective surplus. If we could get them started to eating both corn and oats it would be much easier for North America to feed them well even tho the Allies grow no grain. We need another Corn Bread Murphy to teach them how to make palatable dishes from corn meal. Hunger will make them more attentive listeners than in the days of Mr. Murphy's corn campaign abroad.

ANOTHER WOOD terminal elevator has gone up in smoke. This one, Elevator "X" at Minneapolis, had storage room for 850,000 bus. These old-time wood terminals are slowly disappearing by the fire fiend route, and none of them are being rebuilt of wood, in fact about the only terminal elevators built in recent years have been constructed of reinforced concrete, and all of these are still standing. Lumber is so scarce at present and elevators can be built of concrete almost as cheaply as of wood.

PATENTS are so numerous on devices in common use in all mechanical industries as well as grain elevators that the private or contracting builder who puts in a home made device of greatest efficiency is quite likely to be an unwitting infringer. The same results can be obtained without any liability for infringement of patent rights by purchasing and installing the ready made equipment of responsible manufacturers who assume all burden of defending claims against users of the devices they manufacture.

INDIANA has begun a campaign for improved wheat in earnest. The large committee, whose work is outlined by the report included in our account of the recent convention, shows that a determined effort is to be made to increase the state's wheat production. Grain dealers are directly interested in the production of a greater variety of grain in every farming section then if the corn crop or the oats crop is a failure, the grain dealer will not be put out of business, and the farmers will have one crop to keep them going until the next season.

BUYING WHEAT by kind, instead of by grade, will soon be a thing of the past, as no shipper can successfully buy wheat without closely classifying all purchases, in line with the new Federal Wheat Grades, which were published in the Journal for Apr. 10th. New grain is sure to command such a high price that an error in grading may force a considerable loss on the buyer. The Federal Grades will be used almost exclusively in all terminal markets, so it will be incumbent upon country shippers to post up on grading and buy right or go broke.

THE MASS of the American people who have not attended college are now to have a two or three years' course in political economy thrust upon them by Washington. The futility of keeping down prices to the consumer and trying to reward the farmer adequately at the same time will be proved to those dreamers who imagine they can hoist themselves by their own boot-straps. After three years of food control and state socialism, government interference with private business will have no more friends than has now the "free silver" lunacy of 1896.

FOOD CONTROL and what it means to the grain trade is subjected to a keen analysis by Peter S. Goodman in a splendid address reproduced on pages 1,004 and 1,005 of this number of the Journal. One of the ablest of our economists and statisticians, Mr. Goodman adds to his up-to-date information on food control abroad a thoro knowledge of our own grain trade conditions, making his address decidedly the best every presented. It should be read by every grain dealer who desires to map out safely his own course on the uncharted sea of food control until the war's end.

THE IMPORTANCE of filing written orders for cars wanted for grain shipments was given additional emphasis in the remarks which were made on that subject during the convention of the Indiana Grain Dealers Ass'n. last week. It was also made quite plain that to gain the full benefit of such a course it is necessary that the record be both clear and continuous, showing what each car is wanted for; its destination; and giving all information as to dates and car numbers of equipment furnished on each order. It is just a re-statement of the proposition that business records are worthless unless they are complete.

ARBITRARY DISCOUNTS for low grade wheat delivered on contracts for the best grade, cannot be fair to both parties, as the values of different grades of wheat do not always vary a given number of cents per bushel. A discount of 3 or 5 cts for No. 4 wheat when No. 3 wheat is bringing 50c a bushel might be fair to both parties, but surely that same discount would not be tolerable when No. 3 wheat was worth $3 a bushel. If the exchanges are pressed to make low grades deliverable at a discount, then that discount, should be high or low as is the market for the contract grade. Deliveries at a discount should always be confined to wheats of the same class.

SHIPPERS will regret to learn that under the first decision by the Interstate Commerce Commission published elsewhere in this number of the Journal, involving error in transmitting a message, the liability of the telegraf companies will be strictly limited as provided in the fine print condition, on interstate business. Permitting a telegraf company to make errors and go practically scot free is contrary to public policy, but the Commission holds that the telegraf company if it cheats one patron must cheat all others alike, as to defraud one patron and be honest with another would be unjust discrimination. By approving the charge of 1/10 of 1 per cent to insure messages valued at more than $50 the Commission simply encourages carelessness in handling all other messages. It is doubtful if the courts will uphold the commission in reversing their decisions.

HEARINGS on leases and grants of property by carriers to shippers are being conducted by the Interstate Commerce Commission in different sections of the country, but the investigation of leases for grain elevator sites still seems to be a long way off: The subject is one which merits careful consideration of every grain dealer whose elevator stands on railroad right of way, as each is likely to be called upon to give his views in regard to the objectionable clauses in the leases now being insisted upon by the railroad companies. The injustice effected by these ridiculous leases can be corrected in most cases, if the shippers go about it with studious persistence.

RAILROAD EFFICIENCY, combined with prompt loading and unloading of cars by shippers and receivers, resulted in the reduction of the car shortage of nearly 33 1/3% during the month of May, and it is presumed that a further reduction is being effected in the shortage this month. The Illinois Central broke all records in May by moving all of its freight cars an average of 42 miles a day. New wheat will soon begin to move and cars will be needed in large numbers for the prompt forwarding of grain if still greater efficiency is attained. While the enormous movement of miscellaneous traffic continues, it will be necessary for all shippers and receivers to co-operate with the carriers to the full extent of their possibilities. Any unnecessary delay in loading, routing, forwarding or unloading will reduce the earning capacity of the car and prevent other shippers obtaining the needed use of transportation facilities.

AS A CONSERVATION measure Federal and State authorities are taking steps to eliminate preventable fires in grain elevators. The defects which exist in individual elevators will be determined by insurance men who are experienced in such matters, and in some states the Fire Marshal will have authority to demand that such defects be corrected. Elevator owners who wud have the inspector give their plant a report showing no correctable hazards may accomplish that end by getting busy at once. Few grain men need to be told what these hazards are; for they have already heard of them thru the mutual insurance companies and trade journals. That some of the defects still remain is due to the fact that men are still willing to take a chance on being able to escape a fire. To this must now be added the chance of being able to escape the fire marshal's demands, and if one does not materialize the other is almost certain to do so. The work being done in Indiana as outlined by Mr. McCotter in our report of the Indiana convention is worthy of emulation in every other grain state. The greater care exercised in reducing the fire hazards of the elevator the fewer losses will occur.

"REPORTED IT to trainmen but they pulled out without making repairs." How often do words which convey that meaning appear in connection with cars reported in the "Leaking in Transit" column of the Journal. And in that statement is summed up the reason for many of the shippers' losses. The same trainmen who have not sufficient interest in the saving of grain to make a necessary minor repair on a car which is leaking, do not feel enough interest to go out of their path of least resistance to prevent most of the rough handling which damages carload shipments. And because of the scarcity of equipment the inspectors who pass upon cars for grain loading will find it very difficult to refuse to O. K. cars that are only slightly under the requirements when by passing them they can reduce the number of unsatisfied calls for empties. If it were possible to bring the trainmen and other employees to a state of mind which would cause them to *desire* to deliver goods in the same condition as received, then a long step would have been made toward the prevention of freight losses. There's too much of the feeling of "let it leak; it don't belong to us."

Collecting for Elevators Destroyed by Railroad.

Wrecked trains often result in serious damage to adjacent property, hence it is decidedly precarious for the grain elevator owner whose house stands upon railroad right of way, to sign a lease which releases the railroad company from responsibility for any damage which might be done to the property.

Several years ago an Indiana elevator, located on the right of way of the Wabash R. R. Co., was completely demolished by a wreck of a freight train, and the owners were unable to obtain reimbursement from the railroad company because of the provisions of the lease. In the case of the elevator burned at Kirkpatrick, Ind., illustration of which is published elsewhere in this number, the elevator occupied but one foot of the railroad land, so it seems probable that the Clover Leaf will be more willing to reimburse the elevator owners for the burned property.

It is unfair and unreasonable for the railroad companies to demand that grain dealers accept a lease relieving them from all responsibility for damage to the elevator, but they don't care about that, they simply insist on being relieved, and so long as grain dealers are at their mercy, this unreasonable lease will be forced upon those who feel they must build their house upon railroad right of way. It is much safer and far more satisfactory to have your elevator on your own ground. Then it is possible to sell to whomsoever you may desire and if the property is damaged, or destroyed thru the carelessness of the railroad company, or its employees, it is easy to obtain settlement for the full amount of the loss.

The Food Control Bill.

The Food Control Bill was passed by the Lower House of Congress last Saturday, and no doubt will soon be acted upon by the Senate, altho it is expected that many changes will be made in the bill before its final enactment.

Mr. Hoover's testimony at the different hearings on the bill and his opinions generally, expressed in conferences with different food handlers, would seem to brand him as a business man of wide experience, with no intent to reform the business methods which have been established thru long years of practice. However, the provisions of the bill give such unusual power to the president and his appointees, as to fill the food merchants of many lines with fear and cause much hesitation and trembling. The grain dealers of different sections of the southwest have even wired Mr. Hoover to outline a policy for the guidance of Texas mills and elevators in the handling of the new crop. Fearing to violate the hoarding feature of the law, many millers and elevator men have hesitated to buy stocks of wheat, as they would in the ordinary course of business, and naturally this has proved a most depressing influence on the market. So long as the members of the trade are in the dark as to the method they may pursue in buying, storing and distributing wheat, there must be much hesitation. The Merchants Exchange of Seattle and the Portland Board of Trade have suspended trading in grain and ceased publishing quotations, because of the uncertainty of the future.

It is generally recognized that grain dealers everywhere would gladly co-operate with any central authority working in the interest of the entire people, to the end that the country's grain crops can be marketed efficiently and economically. Country elevator men will naturally hesitate to buy large quantities of grain unless they can sell and ship promptly, for fear of being open to the charge of hoarding. The suspense forced upon the trade by the uncertainty of the restrictions to be thrown about the business, is causing much uneasiness and some losses. Farmers are beginning to recognize the need of open and unrestricted trading in grain for immediate and future delivery, and their demand for the closing of the exchanges has been dropped. Without the closely regulated markets of the grain centers, prices must fluctuate even more wildly than they ever have fluctuated on the exchanges, and prices, instead of being of relative uniformity thruout the land, would vary widely in each market and what is more, every handler would be forced to work on a wider margin than ever before.

It would seem possible for the government to attain the conservation of our food products, as well as their proper distribution, without the enactment of innumerable autocratic laws, which are sure to strike terror to the merchants of every line affected. The equipment of the milling and grain trade for handling the grain crops of this country could not be improved upon, either for efficiency, rapidity or economy. Their equal does not exist in other parts of the world, and we cannot expect inexperienced politicians to make any improvement in existing facilities, so it would seem probable that if Mr. Hoover is made aware of the methods and machinery of the grain business, that he would not provide any arbitrary regulations for securing the prompt forwarding of foodstuffs, which can be obtained by simple request for co-operation, just as effectively as the government has obtained improvement in the forwarding of freight thru the co-operation of all the railroads.

Handling New Wheat.

Harvest time has come again. Already wheat is moving in volume in the southern part of the winter wheat belt and the line will gradually move northward until soon the winter wheat will all be in the shock, stack and bin. Has every dealer prepared himself and his business to meet the changed conditions which now obtain? Or, are the majority of the members of the trade waiting "to see what will happen," hoping that some method will present itself for the proper solution of each new problem? Wheat must be handled on a new basis as to grade, and those who are not familiar with the rules, and who do not have the necessary apparatus for making the several determinations, may come to grief.

The usual means for trading in wheat has been interfered with to an extent which causes it to fail to operate with its old time smoothness, and no longer do the price quotations sent out by marketing bodies have the significance to which we have become accustomed; yet the agencies which caused this interference have not provided facilities to take the place of the machinery which has been thrown out of gear.

So far as the new grades are concerned the dealer can post himself if he will but do so, but the lack of free and unrestricted trading in futures brings a condition which will require that each grain handler proceed with extreme caution, meanwhile availing himself of every means at hand for securing information as to the best course to follow. This must surely mean that the men who buy the grain from the farmer will need a larger margin of profit, for when they must proceed in the dark with no compass and with a chart which was once reliable, but is so no longer, because of some meaningless marks that have been inscribed upon it, they cannot be expected to assume the new risks except upon a new basis of charges for the service. What are you doing? What will you do?

The Slaughter of Elevator Operatives.

The last page of nearly every number of the Journal for the past few months has borne a number of reports of accidents to men working about grain elevators. These reports have been collected from the files of casualty insurance companies specializing in grain elevator employees. Still other accidents have been reported in our grain trade news columns and passed to our readers without comment.

On the last page of this number will be found a new lot of accidents and in our news columns will be found others. A Northwood, Ia., elevator manager had a narrow escape from death when his clothes became entangled in a revolving shaft. A Randolph, Ia., dealer plunged 20 feet down an unguarded shaft and landed on his head and shoulders. That he lives to tell the tale is due to a miraculous escape. An Indiana elevator employee who was moving a car, was struck in the face with the end of a pinch bar with very serious results.

Most of these accidents, which are continually reported in the Journal, could be prevented. Oklahoma's labor commissioner has for some time been conducting experiments in guarding the moving machinery of the elevators of that state, and he expects to gain the hearty co-operation of the elevator owners when practical means for perfect protection have been devised. Elevator men of all sections owe it to themselves to exercise a readiness to profit by the experiences of elevator operators elsewhere, to the end that fewer accidents will occur in grain elevators and lives and limbs will not be ruthlessly sacrificed to carelessness.

OPERATING IN CONNECTION with the law of supply and demand is another economic law which decrees that supply shall be regulated by demand, to the extent, at least, that an increased demand for a commodity is always followed by an earnest attempt upon the part of the producers to provide a sufficient quantity of that commodity to supply the enlarged need. It is because of the requirements of that law that we now have what is perhaps the largest acreage of food crops in our country's history. It cannot be admitted that the campaign to induce the planting of more acres has had much to do with the present condition, for the farmers, realizing the certainty of high prices, had already determined to plant every acre that could be handled. This matter of handling is our next serious problem. Under ordinary circumstances the men and machines would probably have been available, but war preparations have diverted them from their ordinary channels; and steps should be taken to remedy this defect, lest a large portion of our food crops be destroyed after having been actually produced. A wet harvest is sure to make much work for driers and conditioners.

Asked—Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Where to Dispose of Low Grade Flour?

Grain Dealers Journal: We had some wheat we sent to a mill to have ground into flour and they made us so poor a grade that I do not know where to dispose of it. Where can I sell it? We can not handle it on our local market.—Chas. Sampson, mgr. Torrington Grain Co., Torrington, Wyo.

Ans.: Low grade flours are bot by Fraser-Smith Co., and Blaisdell Milling Co., both of Minneapolis, Minn., the New Century Co., of Chicago, and Wade & Bogart, of New York.

Liability of Telegraf Co.

Grain Dealers Journal: Is not a telegraf company liable for delay in transmission of a message even tho the loss is in excess of $50 and the message was sent unrepeated? Has a decision on this point appeared in the Journal?—Montana & Dakota Grain Co., Minneapolis, Minn.

Ans.: The company is liable for failure to correctly and promptly transmit a message. This was so held in the case of C. S. Tredway of Pipestone, Minn., whose order for the purchase of 5,000 bus. of wheat was not promptly transmitted, and this decision of the Supreme Court of Minnesota was published in the Journal July 10, 1916, page 47. A Nebraska supreme court decision holding the telegraf company liable for delay is published on page 802 of the Journal for June 10, 1915.

Equipment for Grading Wheat.

Grain Dealers Journal: What equipment is needed by the country grain dealer for grading wheat under the new rules?—Strong Trading Co., Wichita, Kan.

Ans.—The Dep't of Agri. does not require that any special apparatus be used, but in order to determine the true grades the following equipment is considered desirable: A trier for securing samples from the wagon or car; a separator or sampling device, similar to the one described on page 518 of the Journal for Oct. 10, 1915, for correctly dividing the sample into equal portions for further analysis; a tester kettle and beam (the testing apparatus described on page 752 of the Journal for Nov. 10, 1916, is preferable); a moisture tester; an accurate balance for use with moisture tester and in determining percentage of dockage, the Torsion balance being especially designed for such work; a set of sieves for separating foreign matter; air tight containers, which are only needed when the sample is to be carried to a distance or kept on hand for some time; cloth sample bags; and grain pans with spout for pouring into other containers.

All of these except, possibly, the separator are quite essential. It will hardly be necessary to subdivide a sample taken from a wagon load, but to do so would make for more accurate grading. As dockage is to be expressed in terms of percentage, and as the percentage is to be determined by weight, it will be necessary to use an accurate weighing device which has a beam marked to show per centum by half per centum from ½ to 100. The Torsion balance is so arranged, and one of these would serve for both the moisture tester and for arriving at dockage. In addition to the set of sieves a machine for making the separation of foreign matter may be installed, and when a large volume of grain is being handled it will save a great deal of time.

How to Present Claim for Delivery Without Surrender of B/L?

Grain Dealers Journal: In what form should I present claim due to loss by reason of a car of grain being delivered to the consignee and unloaded before the railway company received the B/L, which was attached to a sight draft?

The original B/L with draft attached was sent to consignee's bank. The railway agent at destination permitted the consignee to unload the grain before presenting the original straight B/L. After the car was unloaded consignee went to the bank and paid $10.20 less than the draft called for and obtained the original straight B/L.

The question is, how am I to collect the $10.20 that is due me? The railroad claim book of forms has no form for this case.—L. D. Harris, Simpson, Minn.

Ans.: Shipper who consigns on a straight B/L has no claim against the railroad company for delivering the shipment without surrender of B/L. The railroad company is compelled to deliver to the party named in the B/L as the consignee, and if the carrier demands surrender of the straight B/L before turning over the shipment it is only for its own protection and not for the benefit of the shipper.

Had the shipper followed the correct and customary practice of using the order B/L, naming himself as consignee and the buyer as the notify party, he would have been fully protected, as the railroad company would not turn over the shipment without surrender of S/O B/L.

Apparently the only recourse in this case it to bring suit against the buyer for the balance due.

The bank, however, had no right to surrender any documents until the full amount of the draft was paid. Even tho this was a straight B/L it should have been evident to the bank that the purpose of the shipper was to retain the B/L until the draft was paid in full.

Valuation at Origin or Destination?

Grain Dealers Journal: Can the Journal refer us to legal decisions in past issues bearing on point: Can we hold a railway company under Carmack amendment or otherwise to value of goods at time and place of shipment rather than time and place where they converted the shipment in case of suit against carrier for conversion of goods shipped under shipper's order. Goods, a car of potatoes, were delivered by connecting line, C&EI, to a notify consignee after we had diverted shipment to another point and we hold new S O BL covering the diversion. Originating carrier, NP, now trying to show goods out of condition. We show them properly loaded in good condition at shipping point. We have files of your paper for several years back. —D. D. Simmons Co., Moorhead, Minn.

Ans.: Under the common law and statutory law shipper can demand full value at destination; but this is set aside by the clause inserted in the B/L by the carrier providing that the measure of damages shall be the invoice value at point of origin, and the carrier is bound by it. Evidently the carrier's claim agent is awake to its liability on this point and is trying to dodge by claiming shipment in decayed condition. If the loss was due to the carrier's failure to carry out shipper's diversion instructions carrier is liable. Shipper should give the facts to prove that this was the cause of his loss.

Supreme court decisions on this point are practically nil, as when cases of misrouting come up the carrier concedes the point and it does not come before the court, the carrier choosing to make its defense on some other ground, usually with poor success.

Decisions holding the carrier liable for misrouting have been published in the Grain Dealers Journal on page 917 of June 10, 1917, and page 622 of May 25, 1906, numbers. The last named case is a valuable precedent, as the shipper was given the highest proved value of the property between the date of conversion and the date of trial. It involved 301 sacks of oats shipped from Chicago to Savannah, Ga., by Jos. Gregg & Son. When the oats got to Baltimore, they were, by error in waybill, diverted to Jacksonville, Fla., instead of Savannah. Also found in 52 S. E. Rep. 802. Eighteen other decisions on misrouting are published in the book, "The Grain Shipper and the Law."

Specifications for Elevator Head?

Grain Dealers Journal: Will a reader of the Journal please send me specifications for a wood elevator head for a 48-inch wheel with a 10-inch face and carrying 9x5 cups?—W. L. Sanborn, Moville, Iowa.

Ans.: This is an unusual size; but for a 48-inch pulley the up and down legs next the belt should be not more than 47½ inches apart at the inner surface of the boards. The inside dimensions of each leg should be 7½x11½ inches. The top of the box should have ample room for clearance of buckets. Lumber ⅞ inch thick is heavy enough. The strut board should not be in the inverted V-shape, as the apex of the V may come into frictional contact with the lower part of pulley. The strut board should be hoppered all to the down or up leg, the latter preferred.

Unreasonable Delay in Transit?

Grain Dealers Journal: We had a car of corn on the road for a month and it arrived heated and badly discolored. We feel that the railroad was too long in making delivery and that they should pay the loss on it. How long a time should a car of grain be on the road between Springfield, O., and Buffalo, N. Y.? Have we any recourse against the railroad company?—Swearingen Grain Co., Casstown, O.

Ans.: The carrier is liable in damages to the shipper or lawful holder of the B/L for loss due to unreasonable delay in transit, the courts having so held. What is a reasonable time between Springfield and Buffalo is a question of fact that must be proved by records of movement of cars between those cities. The usual and customary time as shown by the records will be held reasonable. Fifty miles per day is a fair allowance, and at this rate a week should have been enough. The true basis for a lawful claim is the record of past shipments.

A MINIMUM PRICE will not be opposed by the agricultural interests, should congress elect to fix one, but neither will it be advocated, according to the statement of J. W. Shorthill, who recently went to Washington as a representative of eleven farmers, to protest to congressional com'ites against fixing maximum prices for farm products.

TWO PROPOSALS have been made for governmental control of food prices: one for a minimum price to stimulate production, the other a maximum price to break up corners or to control extortion, said Secretary of Agriculture Houston recently. It is the intention of the government to use this power, if granted, only in extreme emergencies to break up corners or prevent extortion.

HOARDING, storage or destruction of food, fuel or other necessities of life is made a felony under an amendment adopted by the Senate on May 31, to the first food bill of the administration. Violation of the section would be punishable by imprisonment in the penitentiary for not less than six months nor more than 3 years. Holding by farmers or others of the products of land cultivated by them is exempted.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal., June 8.—Present estimates of the 1917 barley crop are from 700,000 to 800,000 tons which would leave an exportable surplus of about 400,000 to 500,000 tons.—California Grain Co.

San Francisco, Cal.—The amount of grain remaining in California June 7, exclusive of stocks held in farmers' private granaries, as compiled by Henry C. Bunker, chief grain inspector of the San Francisco Chamber of Commerce, is as follows: Wheat, 48,164,000 lbs.; barley, 32,274,000 lbs.; oats, 10,988,000 lbs.; beans, 269,947 sacks; corn, 19,662,000 lbs.; rye, 326,000 lbs. The carry-over on barley is the lowest since 1909. The stock of grain at Port Costa on June 1 was the lowest on record.

CANADA.

Winnipeg, Man., June 12.—The amount of grain inspected, in transit not inspected, in store at country points, used for seed, feed or country mills, or in farmers' hands to market, on June 7, was as follows: Wheat, 222,725,000 bus.; oats, 96,852,000; barley, 10,220,000; flaxseed, 6,400,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

IDAHO.

Wendell, Ida., June 11.—Ten cars of wheat were shipped from here last fall.—No other grain.—Wendell Mlg. & Elvtr. Co.

Iona, Ida., June 20.—Last year we handled about 65,000 bus. wheat, 18,000 bus. barley and 61,000 bus. oats. The season produced about 60% of a normal crop.—Intermountain Farmers Equity.

Rathdrum, Ida., June 11.—About 45 cars of oats were shipped from here this year, mostly to loggers; 7 or 8 cars of wheat, no barley, and 50 cars of hay. Grain is well cleaned up and prices high.—S. L. Farnsworth & Sons Co.

ILLINOIS.

Wauponsee, Ill., June 11.—Practically no grain left at this station.—Gorham & Newport.

Minooka, Ill., June 9.—About 2% of corn and 3% of oats left to handle.—Minooka Grain, Lmbr. & Supply Co.

Decatur, Ill., June 21.—Oats on hand 3.6%, corn 4.9%.—F. P. Muleady, acting sec'y Illinois Grain Dealers Ass'n.

Springfield, Ill., June 13.—Corn yield in 1916 from 9,000,000 acreage was 241,000,000 bus., of which crop it is estimated 32,000,000 bus. remained in hands of producers May 1, 1917.—B. M. Davidson, sec'y state board of agriculture.

INDIANA.

Kennard, Ind., June 21.—Still have a couple of cars of corn of old crop.—Etna Leforge.

IOWA.

Popejoy, Ia., June 12.—Scarcely any corn and very little oats left in country.—C. E. Christianson, mgr. Farmers Elvtr. Co.

MISSOURI.

St. Louis, Mo., June 18.—First car new wheat arrived today from Feri Day, La.; was in good sound condition; graded No. 2 red; tested 59 lbs.; consigned to Morton & Co.

MONTANA.

Geraldine, Mont., June 8.—Shipped 500,000 bus. grain last crop.—O, A. Burdick, agt. Gallatin Valley Mlg. Co.

Windham, Mont., June 18.—This station shipped out last season 150,000 bus. of grain, nearly all wheat.—S. M. Sorenson.

NEBRASKA.

Graf, Neb., June 11.—Old wheat and corn about all in and shipped out.—C. F. Ernst, mgr. Farmers Elvtr. Co.

THE REMOVAL of the Canadian duty on wheat is officially announced as permanent and will continue after the war.

Wrecked Tank Cars Burn Elevator.

Seven tank cars containing gasoline and oil in a Clover Leaf freight train were wrecked at Kirkpatrick, Ind., June 20. Fire which broke out caused explosions that threw the burning liquid for some distance, destroying property valued at about $100,000. The elevator, feed room, storage crib and office of the Kirkpatrick Grain Co. were burned to the ground, the loss being about $28,000; and Halstead Bros.' coal shed, with 200 tons of coal, was consumed.

It appears that a car loaded with hay jumped the track, carrying with it the tank cars and several cars of lumber, and that the gasoline which was spilled became ignited from a hot box. Soon a quarter mile of right-of-way, extending thru the center of the town, was covered with the burning liquid. A fire truck from La-Fayette responded when a call for help was sent out and water was pumped from a nearby creek. Gasoline which had gotten into the creek was thrown on the flames for a time until the error was discovered, after which a tile ditch in an open field was tapped, and later the Clover Leaf railroad company sent ten car loads of water from Frankfort.

Our illustration shows the smoking ruins of the Kirkpatrick Grain Co.'s plant; the wrecked cars; and in the distance can be seen the Halstead elevator, which was not damaged. This house is iron clad, which may have served to protect it from the flames of the adjacent coal shed.

Northwestern Grain Dealers To Meet.

The Northwestern Grain Dealers Ass'n, composed mainly of Montana dealers, will hold its annual meeting July 11 to 13 at one of America's points of interest, Mammoth Hot Springs, in the Yellowstone National Park, Wyoming.

The sessions will be held in the Mammoth Springs Hotel, 8 miles inside the main entrance from Gardiner Station at the end of the Northern Pacific branch line. Close by are the hot springs and Fort Yellowstone. Those attending may camp or stay at the hotel. Auto cars will meet the grain men and convey them from the station to the hotel. Fare and a third rate will be granted those taking a certificate receipt from their station agent when purchasing tickets.

Sec'y H. N. Stockett of Great Falls, Mont., is now at work getting up an interesting program.

Coming Conventions.

June 26, 27.—Ohio Grain Dealers Ass'n at Toledo, O.

June 27.—Minnesota Country Grain Dealers Ass'n at Minneapolis, Minn.

July 11, 13.—Northwestern Grain Dealers Ass'n at Mammoth Hot Springs, Yellowstone Park, Wyoming.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

WE CONSIDER the Grain Dealers Journal in a class by itself so far as our business is concerned. Would no more try to do without it than to run a grain business without an elevator. Every department is helpful and interesting. We read it all including the advertisements and use the want advertisement section when we have anything to buy or sell. We do not see how any grain dealer could get along without the Journal.—Clovis Mill & Elevator Co., Lester Stone, sec'y, Clovis, N. Mex.

THIEVES posing as car-sweepers stole thousands of bushels of grain annually from cars in the Minneapolis milling district yards before the ordinance prohibiting trespassing on railroad property to sweep the cars went into effect, according to Chas. Watson, special agent of the Minnesota state railroad and warehouse com'isn. Their methods were to bore holes in the cars, break seals, or sack it from open cars, then thro dirt on top so that in case they were stopped they could show the dirty wheat and assert it was sweepings.

Halsted Bros. Elevator across Road from Ruins of Kirkpatrick Grain Co.'s Elevator at Kirkpatrick, Ind., and Remnants of Tank Cars which scattered Burning Gasoline over the Elevator.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Corn for Europe.

Grain Dealers Journal: We should all eat what we have ample supplies of during this war and not wish for or insist on having something which we may think may taste better, of which there is a limited supply.

As we are led to believe that the United States must not only economize but must also help feed the world at large and especially our friends and allies during this war, why not give them and ask them to take that of which we have an ample supply—Indian corn?

Our indicated wheat crop this year is 300,000,000 bus. less than the largest crop ever raised, while we have prospects of a billion bus. more corn than the requirements of the past season.

If our government proposes to regulate and control the distribution of our food supply, why not insist that the foreigner take a certain and liberal percentage of our other cereals when asking for our wheat and flour? If their requirements are 300 millions bus., let them have 100 wheat, 100 corn and 50 million rye or barley or their products? They could do their own mixing or prepare them as they chose.

A restriction of this kind would educate our European friends to acquire and cultivate a taste for a cereal of which the United States grows three-fourths of the world's supply, and we would be paving the way for a broader and better demand for our surplus corn and its products after the war is over.—J. F. Parker, Kansas City, Mo.

Doing Things Right.

Grain Dealers Journal: In the course of my conversation with one elevator operator upon whom I called some time ago he asked for my advice as to the best way to remedy a troublesome feature in his plant. We went into the elevator, where I was shown four or five stub spouts about one foot in length which led from bins over the driveway. As there was only one opening in the floor into which these bins could discharge grain so that it would reach the boot for another elevation it was necessary to use a removable spout of some 18 feet in length. One who has had the experience can readily appreciate the amount of work involved in hanging and adjusting a spout of this size. And it must also be remembered that if one man attempts to hang the spout he is in danger of sustaining an injury; while if he calls another to assist him it has the effect of engaging the time of two men upon a task which should not be necessary at all.

Why is it that things of this nature are allowed to exist? I have seen many instances of the constant repetition of simple tasks which might be performed to much better advantage in another manner, and the operator himself can make the required alterations in his spare time.

If there are several bins over the driveway cut several holes in the floor—the boards which are sawed out can be replaced by providing a bearing for their support and they may be lifted from their place to permit the grain to fall into the dump. Or, construct permanent spouts with all but a short portion next to the bin opening itself hinged so it will fall out of the way and by the use of a pulley and rope make it possible to draw the spout into position for use with almost no effort.

Things should not always be done in one way because it has ever been the custom to do them that way, neither the doer nor the world will advance in that manner. If present methods are not entirely satisfactory make an effort to evolve something better. It will pay.—J. A. Eyer.

Eliminate the Bushel.

Grain Dealers Journal: In our opinion, it would be an ideal move if all bushel weights could be eliminated and all grain regardless of its test weight, and regardless of its previous purchase on a basis of so many pounds per bushel, could be bought on a 100-pound basis and the dockage applied on the percentage basis. This would simplify matters so far as purchases and sales go and it would simplify matters very materially in the figuring of freight. Freight is always quoted on the basis of 100 pounds. —G. H. Tunell, Chief Inspector, Minnesota Grain Inspection Dep't, St. Paul, Minn.

Bond Should Cover All Stored Grain.

Grain Dealers Journal: It has been the custom here to receive grain for storage at all times and to charge storage for so doing.

This is made necessary by law in this state, and the only time a public warehouseman can refuse stored grain is when such grain is out of condition, or he has no more storage capacity. It sometimes happens that a country elevator becomes filled with stored grain, conditions not being just what the elevator man desires he does not ship out the stored grain, but holds it on hand. He is not compelled to ship it out and must refuse to receive any more grain for store, in order to keep his cash grain trade going. I believe he can do this, i. e., reserve space enough to care for his customers who sell on delivery.

It never occurred to me before this last season that a commission merchant or buyer, from the country elevator would be held responsible for the grain shipped out if it was stored grain. However, it seems that the bond is set aside and the buyer of the grain is held for the same. It is a fact that in this state if a warehouseman buys mortgaged grain he will have to settle with the owner of the mortgage on notice, whether able to recover from the man who sold him the grain or not. This is very hard on the warehouseman if he does not keep posted on the chattel loans made in his district. In view of this it would seem that the holder of the storage ticket could collect from the man he could prove purchased his grain from the country warehouseman. In view of the chattel mortgage laws of our state this would seem reasonable.

On the other hand the writer always supposed until lately that the bonds were given for the express purpose of protecting the storage receipts, and that the bond company would immediately in case of insolvency take over what grain was on hand, if any, and settle with the storage holders as far as such grain and bonds reached. The balance would be lost by the holders of the storage tickets. In Mr. Stutsman's view this seems to be wrong, a firm goes into bankruptcy and the grain on hand is disposed of by the trustees and the amount short of covering the storage is collected from the purchasers of the grain stored. The big thing as Mr. Stutsman says is to prove the exact grain sold to each man who purchased, and to prove that this grain at this time was actually stored grain.

We have never experienced any troubles of this sort but the writer is somewhat familiar with the case Mr. Stutsman has in hand. If the farmer can follow his grain as he could a mortgaged horse, he will surely have to pay for the privilege. Personally I do not believe in the discontinuing of storage, but rather in the storing and the enforcement of the full charges for such storing. This would make it a fair proposition for all dealers and one would not be storing grain free and another trying to get his just charges for so doing.

It is the practice of a good many companies to cut the charges, thereby making it necessary for others to do the same. It is the opinion of most dealers that the place to store is on the farm, but as the farmers do not all see it that way and in fact most in this country are not equipped to store any amount of grain, it is up to the elevator man to care for it.

I would like to see the law require a bond to cover all storage at all times, thereby letting out any innocent purchasers of stored grain. This bond could be a short term bond same as our short term insurance is carried, and would not be necessary to carry but say $2000 + permanent bond and as storage increased take out additional bonds to cover, cancelling as storage decreased. This may not be practical but it seems to me one way of making storage safe all round. The bond companies are paid for the risk and if a man is a poor risk he can not do business, because he can not get a bond. Personal bonds could not be excepted, neither could a private bond signed by friends, as the requirements of the bond would be such that only strong reliable bonding companies would be able to take them, the canceling and renewing would require a complete system of keeping track.

I think that if the full storage as allowed by law in this state was charged it would be sufficient to take care of such bonds, or very nearly so.

Any chance for discrimination must be overcome in some manner and as sure as the commission man or the millers are to be held for this risk, they will avoid the grain of a firm that is apparently weak, even tho they may be perfectly honest. I should hate to have my grain discounted because it happened to be stored grain.

We all ship stored grain, and our commission man knows it because we buy thru him futures to cover it. It is the man who buys too many futures, or not enough that causes all this trouble for the trade and he would not be doing a country elevator business if he was required to furnish a sufficient bond at all times to cover stored grain on hand.—C. Gibson, mgr. Farmers Elevator Co., Ypsilanti, N. D.

An Equity Dream Ended.

Grain Dealers Journal: The Fairmount Equity Co-Op. Mill & Elvtr. Co. has sold its entire plant to the Osceola Mill & Elvtr. Co. of Osceola, Wis. The property will be completely overhauled, some new equipment added and it is expected that the new owners will begin operation by Sept. 1. This marks the end of one "so-called" Equity dream conceived by some of the numerous agitators who pick their living by organizing stock companies for the commission on sales.—Fairmount Eq. Co-Op. Mill & Elvtr. Co., Peter Mergens, sec'y., Fairmount, N. D.

DAMAGES of $393,000 were awarded the Naan Looze Vennoot Schap Concern, a Dutch company, from the Central Elevator Co. of Baltimore, Md., because the steamer Willem van Driel, Sr., which was moored to elevator No. 3 in Lower Canton of the grain company, was destroyed when the elevator burned June 13, 1916. Several lives were lost on the boat, and a number of different suits followed the fire.

The Soil Improvement Com'ite of the National Fertilizer Ass'n is sending out a pamphlet calling attention to the assistance which wud be rendered the railroads in the furnishing of equipment if each carload of fertilizer were made to utilize the full capacity of the car instead of some 21 tons, which has been the average. The pamphlet sets forth the fact that a standard box car will carry 50 tons; and that when less than 25 tons are loaded into it more than half its space is wasted. The full utilization of the wasted space in the freight cars on the Pennsylvania Railroad alone wud be equal to placing 120,000 additional cars in service.

Scale Inspection by Carriers.

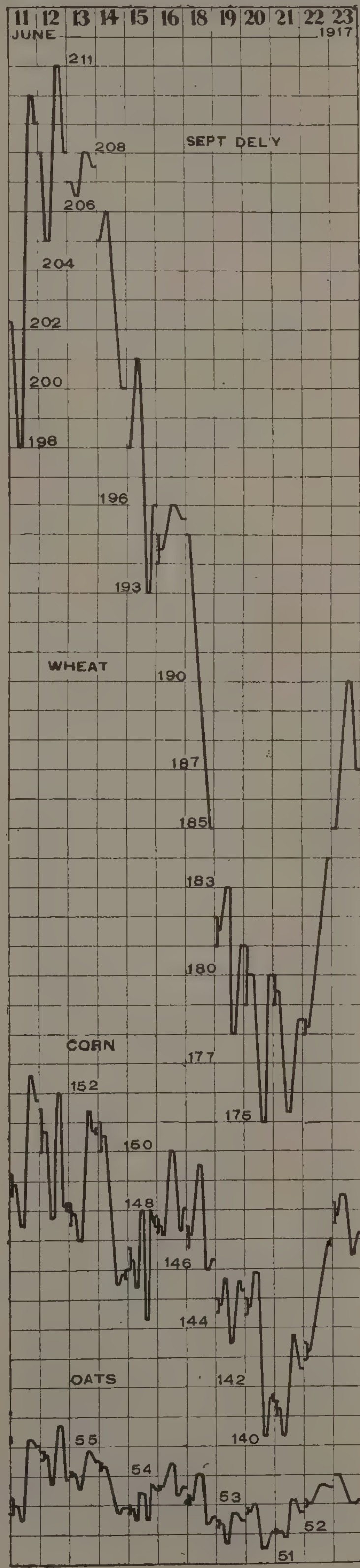
Frequent inspection of the scales in country elevators by carriers over whose lines the grain is shipped, has proved very satisfactory in the Southwest, and doubtless will result in improved weighing facilities and more accurate weights in other sections, where the grain elevator operators welcome the carrier's inspectors and co-operate with them in correcting defective weighing facilities.

The grain shippers have much more to lose by unreliable scales than the railroads, who are interested only in the freight and dependable scales are far more essential to their success than to the success of the carriers. Both will rest easier when they are confident the scales are working accurately. Then, too, when the scales at shipping points can be depended upon, it is comparatively easy for the carrier to locate the cause of any shortage which may be reported in shipments. The co-operation of elevator operators and the railroads will surely result in the most economical attainment of dependable weights with present facilities.

The stubborn demand of some railroads for track scale weights is utterly impracticable, and even tho country elevator men do install track scales, they could not expect to obtain reliable weights for a very long period, because they are not equipped to keep track scales in working condition.

Wherever the railroads have tendered their services in assisting the elevator man to keep his weighing facilities in prime working condition, to an association of shippers, the tender is accepted with alacrity, and it should be by every shipper who wishes to protect his business with reliable weights. Guessing on the weight of high priced grain received or shipped is likely to prove disastrous.

Chicago Futures



Daily Closing Prices.

The daily closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been:

JULY WHEAT.

	June 11	June 12	June 13	June 14	June 15	June 16	June 18	June 19	June 20	June 21	June 22	June 23
Chicago	238	233	231	225	223	221½	211⅛	205	201	203	210	214
Minneapolis	245	248	255	252½	246	238	223	218½	217	221½	233	236
Duluth	249½	251	263	260½	258	255	245	235	233	233	245	249
Omaha	...	233	230	227	224	221	215	206	206	206	210	214
St. Louis	227	227	225	222½	222	221	210	205	199	201	205	207
Kansas City	240	236¼	234¾	230	228	225¼	215	208	205	205	210½	212
Milwaukee	238	233	231	225	223	221½	211	205	201	203	210	214
Toledo	230	230	228	221	218	215	208	199	196	200	207	211
*Baltimore	285	282	281	275	275	275	270	265	255	255	250	250

JULY CORN.

	June 11	June 12	June 13	June 14	June 15	June 16	June 18	June 19	June 20	June 21	June 22	June 23
Chicago	157¾	157	157⅝	154½	155½	156¼	155¼	154¾	152½	153¼	155¼	155¾
Kansas City	157¾	154⅞	155¾	153½	156¼	158⅞	158	...	...	...	...	...
St. Louis	160	159½	160¼	157⅜	...	...	...	...	...	...	...	...
Omaha	...	158	158¾	156	156¾	158½	159	157	155	156¾	158	159½

*No. 2 Red Western.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916.	1915.	1916.	1915.	1916.	1915.
July 1, to Dec. 30	153,976,000	164,304,000	22,912,000	9,686,879	60,408,000	39,457,000
	1917.	1916.	1917.	1916.	1917.	1916.
Jan. 6	6,064,000	8,322,000	580,000	736,000	1,492,000	1,308,000
Jan. 13	4,930,000	7,680,000	1,771,000	535,000	1,656,000	2,095,000
Jan. 20	4,891,000	7,247,000	1,091,000	692,000	3,222,000	1,568,000
Jan. 27	5,383,000	7,029,000	1,556,000	868,000	1,838,000	1,946,000
Feb. 3	5,511,000	8,375,000	881,000	660,000	1,960,000	1,811,000
Feb. 10	4,375,000	8,046,000	1,343,000	974,000	1,334,000	2,010,000
Feb. 17	4,753,000	6,490,000	1,712,000	1,769,000	2,705,000	2,635,000
Feb. 24	4,122,000	6,450,000	1,321,000	490,000	1,779,000	2,104,000
Mar. 3	4,703,000	6,822,000	1,500,000	764,000	2,661,000	2,653,000
Mar. 10	4,679,000	7,415,000	1,540,000	923,000	2,917,000	1,834,000
Mar. 17	3,358,000	7,389,000	1,934,000	834,000	1,615,000	3,424,000
Mar. 24	4,387,000	7,449,000	1,602,000	1,500,000	1,839,000	2,581,000
Mar. 31	2,803,000	5,994,000	1,727,000	713,000	711,000	2,797,000
April 14	4,130,000	6,708,000	1,480,000	1,142,000	2,880,000	2,695,000
April 21	5,387,000	7,163,000	1,300,000	734,000	2,582,000	2,107,000
April 28	4,194,000	5,660,000	798,000	1,011,000	557,000	3,286,000
May 5	4,927,000	7,630,000	719,000	479,000	1,212,000	2,448,000
May 12	3,700,000	6,876,000	1,262,000	3,915,000	1,027,000	3,915,000
May 19	3,274,000	8,850,000	1,102,000	1,296,000	1,578,000	5,143,000
May 26	4,273,000	10,978,000	292,000	1,058,000	2,135,000	4,783,000
June 2	4,460,000	8,662,000	433,000	1,214,000	4,357,000	3,367,000
June 9	10,817,000	7,267,000	743,000	942,000	4,067,000	3,340,000
June 16	8,098,000	9,123,000	533,000	1,106,000	2,712,000	3,050,000
	270,036,000	344,530,000	50,791,000	35,197,879	111,567,000	103,911,000

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

Willits, Cal., June 19.—Wheat is looking well. Corn very poor. Alfalfa hay doing well.—J. F. Coursey.

CANADA.

Gull Lake, Sask., June 19.—Crops from Maple Creek to Moose Jaw on C. P. R. R. are poor on account dry weather. Moose Jaw to Portal on C. P. R. R. are good. Alberta crops are as good as last year.—A. K Airey.

Winnipeg, Man., June 12.—The estimated acreage under crop in Manitoba, Saskatchewan and Alberta, June 7, is as follows: Wheat, 12,750,000, a 7.6% decrease over 1916; oats, 7,470,000, 7.1% increase; barley, 1,400,000, a 4.6% increase; flax, 690,000, an 8.3% increase over 1916. Seeding was about 10 days late, but in splendid condition, with good germination except some late sown oats and barley, which did not germinate evenly on account of drouth.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

COLORADO.

Otis, Colo., June 11.—Grain prospects fine.—T. J. Diamond, pres.-mgr. Diamond Mlg. Co.

Yuma, Col., May 28.—This part of Colorado should average about 12 bus. of wheat to the acre.—Miller & Co.

Denver, Col., May 25.—Season very late and uncertain. About general average of 20% increase in acreage.—Summit Grain & Coal Co., Ross Lowe.

IDAHO.

Wendell, Ida., June 11.—All grain crops in fine condition. Large acreage of wheat sown.—Wendell Mlg. & Elvtr. Co.

Caldwell, Ida., June 12.—Wheat acreage has almost trebled in the last 2 years, with 1917 acreage the largest. Lots of dry land wheat is being put in, with conditions ideal for it. Southern Idaho without fail will have its largest wheat crop, meaning a large shipping business.—Co-op. Store, W. P. Bales, mgr.

ILLINOIS.

Midland City, Ill., June 9.—Grain thru this section looks well considering continued cold weather.—Midland Grain Co.

Lorenzo (p. o. Wilmington), Ill., June 9.—Corn is about 10 days late, but needs warm days. Ground is in excellent condition.—Martin Underwood.

Frankfort, Ill., June 6.—Corn one week behind. Color is slightly turned. Oats and grass lands are thriving, with extremely good color.—The Frankfort-Spencer Grain Co.

Auburn, Ill., June 16.—Some corn yet to plant in this locality. Too much rain and corn fields are weedy and the plant backward. Do not anticipate more than 2/3 to ¾ of a crop.—J. M. Stockdale.

Galva, Ill., June 13.—Corn is very small and getting very weedy. Prospects not bright. Oats look good, with good color and looks like lots of straw, as they have stooled out very heavy.—Galva Grain Elvtr. Co.

Champaign, Ill., June 20.—A man reports today that corn around there has a perfect stand, but very small in size and very weedy. Water, a day or so ago, stood in many of the fields.—Lowell Eyer, Danville.

Bishop, Ill., June 12.—Oats and corn acreage increased; some corn being replanted account too much rain; no change in wheat acreage; about 20% plowed up and put to corn and oats; not over 35% of normal wheat crop expected.—J. H. Bishop.

Decatur, Ill., June 21.—Wheat acreage 73.7%, condition 84.2, yield 15.1 bu. per acre, oats acreage 105.7%, present condition 100.2%, corn acreage 106.8%, present condition 81.2%.—F. P. Muleady, acting sec'y Illinois Grain Dealers Ass'n.

Osbernville, Ill., June 23.—Wheat looks well and should yield above normal. Prospects for a good crop oats. Some corn replanted on account of floods, remainder doing well with large acreage.—Mt. Auburn & Osbernville Grain Co., O. F. Young, agt.

Camp Point, Ill., June 2.—The little wheat left is doing very well. It is about 10% of the usual acreage. Rye acreage is normal, oats acreage very large and in first class condition. Corn acreage very large, stand very good, 90% planted. Some complaint of cutworms.—Wm. Vollbracht Co.

Seatonville, Ill., June 9.—Corn is about 10 days late. Oats have extremely good color and are doing fine, but with the warm sun they easily show a brown color to the tip of the blade which would indicate being scalded owing to a rank growth and excessive moisture.—N. W. Grain & L. S. Co.

Springfield, Ill., June 6.—Little corn planting or cultivation because of cool and wet weather. Much corn land in extreme southern part of state is under water. Oats are very promising. Wheat is improving and is heading as far north as Champaign county. Alfalfa is being cut.—C. J. Root, U. S. Dep't of Agriculture.

Sidney, Ill., June 16.—Have been having excessive rains here, but weather has now cleared; stand of corn is perfect; possible 5% has been damaged by rains; will come out some on account of cool and cloudy weather; some fields of wheat heading out; oats look like bumper crop; estimate about 105% crop.—Fay R. Best.

Springfield, Ill., June 13.—Wheat acreage is estimated at 996,000, with about 69% condition, compared with 955,000 acres last year and 70% of normal yield. Rye condition is 88%, with 118,000 acres to be harvested. Oats acreage shows increase of 6% over 1916, with 95% condition. Barley acreage is 97%, and condition 94%. Corn acreage is 15% greater than the 1916 acreage of 9,000,000 with a condition of 83%.—B. M. Davidson, sec'y state board of agriculture.

Danville, Ill., June 20.—I have been getting a lot of poor reports on the corn crop this week. One grain dealer took a long drive over the country yesterday and reports hundreds of acres of corn around Danville in very bad condition. Weeds are thick and high, the stand is fair, but the plant is very small. A large number of fields have not been planted yet and about ¾ of those planted have never been plowed over for the first time.—Lowell Eyer.

INDIANA.

Middletown, Ind., June 21.—Wheat pretty good.—E. K. Sowash.

Sharpsville, Ind., June 21.—Little wheat, oats good, and corn small but of good stand.—J. C. Batchelor.

Frankfort, Ind., June 16.—Wheat acreage about 75%; all headed out; will make about 75% average crop.—Sims Mlg. Co.

Centerville, Ind., June 21.—Corn outlook poor. Wheat 90% crop with 25% acreage increase. Acreage is about 12,000 of wheat.—R. J. Deardorff.

Rushville, Ind., June 21.—Wheat looks fairly good. Corn is 14 days late but looks good and healthy with immense roots. Corn acreage biggest in history.—E. W. Ball, Ball & Orme.

New Palestine, Ind., June 21.—Corn and oats favorable. Either the Hessian fly or the joint worm is working in wheat which has about 75% acreage and looks fairly good.—H. E. Waltz.

Losantville, Ind., June 11.—Wheat acreage decreased about 25%, looks good; oats about 20% above average, look fine; corn acreage about same as usual; about 20% still to plant if weather permits; crops are all at least 2 weeks late.—J. F. Seagrove, mgr. Teegarden & Powell.

Guernsey sta. (Reynolds p. o.), Ind., June 8.—Crops backward; oats are extra; corn very late; quite a few acres drowned out by recent heavy rains.—O. A. Ballard, agt. Loughry Bros. Mlg. & Grain Co.

Cammack, Ind., June 21.—Corn is 30 days late and some still planting. Oats 10 to 15 days late, but coming nicely. Wheat acreage is short. It wintered well but looks poor. It is in bloom just now.—John Howell.

Dunreith, Ind., June 18.—In trip thru Rush, Decatur and northern Henry Counties never saw finer prospects for wheat and oats; corn is fully 2 weeks late; harvest will be 10 days late with right kind of weather from now on; will have average crops.—Lines & Boyd.

West Lebanon, Ind., June 20.—The corn crop around this place, Marshfield, Williamsport and Veedersburg, does not appear very flattering. Water stands in many of the fields; plant is small and indicates the crop from 2 to 3 weeks late. The stand is fairly even. Several fields not planted and almost impossible to find planted fields that have been plowed over for the first time.—Lowell Eyer, Danville, Ill.

Indianapolis, Ind.—Sec'y Riley of the Indiana Grain Dealers Ass'n has collected reports from 51 dealers in 35 counties of that state and one county each in Ohio and Michigan, the summary showing the following averages, basing percentage of acreage planted on last year's crop as 100: Wheat: Planted, 64%; standing, 63%; condition compared with normal, 80%; damaged by flood, 8%; days backward in planting and growth, 15. Corn: Planted, 100%; standing, 90%; condition compared with normal, 81%; damaged by flood, 13%; days backward in planting and growth, 16. Oats: Planted, 110%; standing, 95%; condition compared with normal, 98%; damaged by flood, 8%; days backward in planting and growth, 15.

IOWA.

Popejoy, Ia., June 12.—Crops extra good condition.—C. E. Christianson, mgr. Farmers Elvtr. Co.

Lost Nation, Ia., June 11.—Crops look fine; never better; look for lots of "preparedness" coming our way about Aug. 1.—J. H. Phelps.

Belmond, Ia., June 21.—All small grain is best ever. Corn is good stand and none replanted. Subsoil is full of water so we can stand a lot of dry hot weather.—E. R. Ballou, Belmond Grain Co.

Wald, Ia., (Tipton p. o.), June 11.—Small grain never looked better, but meadows are thin. Corn is small but the color good. Stand is good and cutworms are not working much. Today farmers are cultivating their corn.—A. R. Bailey, mgr. Wilder Grain Co.

Des Moines, Ia., June 5.—All small grain and grass are in fine condition. Corn shows excellent stand and but little replanting is necessary. Cut worms and wire worms are unusually active on sod ground. On June 1 corn condition was 95, oats 101, spring wheat 98, winter wheat 64, barley 98, rye 92, flax 99, and alfalfa 88 per cent.—Chas. F. Marvin, chief weather bureau, U. S. Dept. of Agriculture.

Des Moines, Ia., June 19.—Another cool week has further retarded the growth of corn, but abundance of sunshine and comparatively dry weather has been favorable for field work over the greater part of the state, and has greatly improved the color and general condition of the crop. Bottom grounds, however, are still in bad condition. Much replanting has been done, and more will be done if posible, but considerable of the original corn acreage, especially in the southern counties, will be used for sorghum, Sudan grass, millet, etc., and some will probably have to be abandoned. Small grain doing well; rye, early oats, timothy and clover are heading and the first cutting of alfalfa is being cured. Frost in the northern counties on the morning of the 15th in some localities on low ground nipped corn and oats.—Iowa Section, Weather Buro, Dept. of Agriculture.

KANSAS.

Inman, Kan., June 11.—Wheat in this locality looks fine.—Farmers Elvtr. Co.

Beulah, Kan., June 12.—Wheat 75% and oats 100% of crop.—H. O. Hyndman, mgr. C. Hitz & Son.

Belmont, Kan., June 16.—Wheat looking fine; oats need rain.—H. W. Plush, mgr. Farmers Grain & Mercantile Co.

Liberal, Kan., May 30.—Good acreage and prospect for kafir and milo. Wheat spotted and ¼ of last year's crop.—C. M. Light.

Anness, Kan., June 13.—Wheat here is much better than was expected earlier in the season.—Robt. W. Wilson, sec'y-treas. Anness Supply Co.

Long Island, Kan., May 26.—Wheat condition poor. Considerable acreage plowed up, and what remains is not promising a very big crop.—Farmers Union Elvtr. Co.

Ashton, Kan., June 19.—Harvest in full blast; wheat better than expected; oats fine; corn doing fine; will need rain soon.—W. W. Dole, mgr. W. L. Huffman Grain Co.

Wayne, Kan., May 29.—Wheat ground plowed 75% to corn and 25% to oats. Latter is up, and prospects are fine. Corn is coming good, with little to plant over.—Duff Grain Co., D. A. McClure, agt.

Milan, Kan., June 15.—Wheat harvest has started and we will have some wheat to handle. Oats are fair but all spring crops need a good rain.—J.R. Ressler, mgr. Sumner Co. Farmers Union Co-op. Ass'n.

Anthony, Kan., June 18.—A lot of wheat will make 25 to 30 bus. On a 250 mile trip thru north central Kansas, I found conditions even better there. Kansas will make 70,000,000 bus. of wheat.—F. Geoffroy, Geoffroy Grain Co.

MINNESOTA.

Wabasha, Minn., June 12.—Grain backward. In flat lands corn is turning yellow account excessive moisture.—R. E. Jones Co.

Le Sueur, Minn., June 12.—Crops look fine; rye is heading but looks thin on ground; wheat fine; corn all up; color good.—Wierwill Bros.

Minneapolis, Minn., June 20.—Crop conditions in Minnesota, North Dakota and South Dakota, on the whole, continue good. A section in the northwest corner of North Dakota consisting of 6 counties has not had as much moisture as needed but no serious damage has been done. The rain of a fortnight ago was followed by drying winds but last night some of the territory had a trace of rain with more predicted for today. In all other parts of these states wheat is making an excellent growth. Rye as previously reported is a poor crop in North Dakota and South Dakota but good in Minnesota. Corn is backward because of the cool weather, probably 10 days late. In most of the territory it is being cultivated the 2nd time. Our corn crop is usually made during the warm weather of July, so there is still plenty of time for this grain to catch up to normal conditions. Barley, oats and flax are making a fine growth. Generally speaking, the past week has been very satisfactory from the standpoint of the growth of the crops.—Van Dusen Harrington Co.

MISSOURI.

St. Joseph, Mo., June 16.—Considerable damage was done crops in bottom lands by the high waters of last week. Now that they have subsided farmers will try to replant the corn that was washed out.—Allan T. West.

St. Joseph, Mo., May 26.—As 36% of the wheat acreage has been plowed up and put to corn or oats, 74% of a normal acreage remains. Condition is 60%, which gives Missouri a yield of approximately 21,000,000 bus. this year. The largest producing sections of the state are those sending in best conditions. Oats are reported 10% over normal crop and in fine condition. Corn acreage is 20% over average, but backward. Practically every report shows that at least 50% has had to be replanted.—D. L. Boyer, sec'y Mo. Grain Dealers Ass'n.

Columbia, Mo., June 2.—Ninety per cent of the corn crop has been planted, but some second planting will be necessary, as the stand is but 86% of normal. About one-fourth of the fields will have to be replanted. Owing to continued rains and low temperatures, some corn is sickly and of poor color. Estimates are for an 8% increase—2% less than the forecast one month ago—or about 8,000,000 acres. A yield of 27.6 bus. per acre, the 17-year average, would mean 225,000,000 bus. yield. Wheat shows condition of 57%; compared with 51.9% May 1, and 57.2 one year ago. Wheat, especially in the bottoms, is fine, but for the state as a whole it is thin and poor. Harvest will be from 10 days to 2 weeks late. Outlook is for a good oat crop, condition June 1 being 92, compared with a 10-year average of 78.6%. Oats are heading rather short, but the color is good and indications are for a satisfactory yield. Acreage is about 1,075,000. Heavy local losses have been felt from hail, wind and electrical storms, especially in the southeast.—W. L. Nelson, ass't sec'y State Board of Agriculture.

MONTANA.

Malta, Mont., June 20.—Crops are just beginning to show some headway, having had 2 good rains this month.—R. H. Murry.

Enid, Mont., June 18.—Wheat acreage 15% over 1916, oats 10% and flax 28% increase. All crops doing well.—C. R. Oliver, agt. Occident Elvtr. Co.

Lewisville, Mont., June 12.—Crops are looking fine, everything indicating bumper crop to handle next season.—J. J. Crowley, mgr. Farmers Elvtr. Co.

Great Falls, Mont., June 22.—Crop conditions in Montana are splendid and if nothing happens to it we will harvest the biggest grain crop this state has ever known.—H. M. Stockett, sec'y Northwestern Grain Dealers Ass'n.

NEBRASKA.

North Platte, Neb., June 11.—Country and crops look fine in this section; if we can harvest the crop that will mature, with favorable weather conditions, we will surely do our part to feed the allied nations.—W. H. Cramer.

Graf, Neb., June 11.—Corn has entirely too much rain. About 60% of wheat froze out last winter, but what is left is heading. Oats look fine, but will get rank and lay down if it stays wet.—C. F. Ernst, mgr. Farmers Elvtr. Co.

Milligan, Neb., June 12.—Very little winter wheat acreage, thin stand. Spring wheat acreage small. Corn condition about 90, some had to be replanted. Acreage about 112. Oats very heavy growth, dark color indicating big yield. Increase in acreage about 57%.—Nebraska-Iowa Grain Co., Stanley Chudly, mgr.

NORTH DAKOTA.

Dresden, N. D., June 12.—Crop prospect is for fair to good crop.—Nat'l Elvtr. Co., M. P. Biwer, agt.

Ft. Clark, N. D., June 12.—Farmers are marketing what grain they have for fear prices will drop. They are not kicking on prices now.—C. Mathais, agt. Powers Elvtr. Co.

Coma, N. D., June 23.—Wheat and oats in fine condition, especially on summer fallowed and fall plowed land. Barley not so good. Flax doing well. Winter rye heading out from 8 to 12 inches and stand is thin. Acreage wheat and oats about same as last year, with less barley and more winter rye.—H. Wangland, Northland Elvtr. Co.

OKLAHOMA.

Carter, Okla., June 8.—Wheat poor; will average about 5 to 7 bus.—E. G. Black.

Cordell, Okla., June 19.—Harvesting is principally over and threshing is in full blast.—J. C. Price, Geis & Price.

Fairland, Okla., June 15.—Harvest started. Wheat will yield from 10 to 20 bus. and oats about 35 bus.—Geo. F. Milbourn.

Carnegie, Okla., June 11.—Wheat being cut now; will only make a small yield; spring crops looking good yet.—J. R. Thomas.

Lucien, Okla., June 11.—Wheat is going in shock at good speed; quality promises to be good; will make from 7 to 10 bus.—W. M. Black.

Kildare, Okla., June 13.—Farmers harvesting wheat this week; oats look fine; will not be ripe for 2 weeks.—J. Bergholt, mgr. Kildare Elvtr.

Yewed sta. (Lambert p. o.), Okla., June 19.—Wheat harvest is on here in full swing; quality good.—E. W. McKibbin, mgr. Farmers Grain & Supply Co.

OREGON.

Scotts Mill, Ore., June 7.—Many acres not yet seeded because of late spring. Some farmers are trying to plant but are taking chances.—Chas. Scott.

SOUTH DAKOTA.

Dupree, S. D., June 19.—Small grain is looking fine altho rain is needed. Flax acreage big. Rye is heading nicely but stand is thin. Spring grain fine, corn backward.—G. R. Lafferty, agt. Geo. C. Bagley Elvtr. Co.

Waubay, S. D., June 19.—Had a bad frost morning of June 14; buckwheat and corn gone; barley and wheat set back in growing 8 or 10 days; grain is 25 to 30 days late; crop prospect only about 50% of normal crop.—Jorgen Pedersen.

TEXAS.

Bonham, Tex., June 11.—Oat acreage about same as last year; promises to be better yield; wheat acreage very small; yield promises to be good.—Wells, Nunnelee & Humphrey.

VIRGINIA.

Harrisonburg, Va., June 18.—Wheat is good. Rockingham County will produce a heavy crop. The acreage of all spring crops has been greatly increased.—A. U. Wetsel, pres., Wetsel Seed Co., Inc.

WASHINGTON.

Spokane, Wash., June 16.—Winter wheat acreage in state small; spring wheat acreage very large; plenty of moisture; crop conditions at present exceedingly fine.—R. T. Ford.

Canadian Grain Commission.

The Dominion of Canada has recently appointed the following as a Commission to handle the 1917 crops of grain: Dr. Magill, sec'y of the Grain Exchange, Winnipeg, chairman. H. W. Woods, pres. of the United Farmers of Alberta. S. K. Rathwell, grain producer, of Moose Jaw. T. A. Crerar, manager of the Grain Growers Grain Co. J. C. Gage, pres. of the Grain Exchange, Winnipeg. W. R. Bawlf, prominent grain dealer and vice-pres. of the Exchange. W. A. Best, parliamentary representative of the Brotherhood of Locomotive Firemen. Controller Ainey, of Montreal, a labor man. Lionel H. Clarke, of the Toronto Harbor Commission. W. A. Mathewson, western manager of the Lake of the Woods Milling Co. James Stewart, Canadian representative on the British Wheat Purchasing Commission.

WE CERTAINLY do not want to be without the Journal.—F. E. Morse Co., Little Rock, Ark.

Our Callers

O. P. Clark, Seneca, Ill.

J. M. Stockdale, Auburn, Ill.

A. K. Airey, Gull Lake, Sask.

Dick O'Bannon, Claremore, Okla.

H. E. Hartley, mgr. Farmers Grain Co., Rensselaer, Ind.

R. W. Baker, of Crabbs Reynolds Taylor Co., Crawfordsville, Ind.

Food Control Effect on Grain Trade

By P. S. GOODMAN

Business and speculation are indissoluble, one and the same thing. It is natural that the man of business, the producer, the manufacturer, the distributor, should seek the highest profit obtainable. That is the natural drift of human endeavor and the opportunities that come to the man who backs his output with his brains are the greatest in times of war. State regulation of prices is the modern effort to head off the greed of man: the socialistic weapon is to nullify the economic law.

The politicians who inevitably utilize every act of legislation for its effect upon personal or party success are drifting rapidly to the popular side, to the favoritism of the many. Some of them who never contributed anything to the welfare of society are already advocating the hanging of the speculator and are proceeding to legislate against the possibility of anyone profiting through his capital or ability in the handling of products.

The crudity of the methods used in seeking the reduction of prices represents the crudity of the economic thought of the mass of the people. I am not sufficiently advised as to why butter should be selling high, though the butter dealer says it is on account of the high price of feed. I am partially advised as to why eggs should sell so high, for I have a small poultry yard and keep an expense account—and I know that at the present price of eggs a man can go broke with a chicken farm if he has to buy the feed.

The trade in grains has been accused of making the high prices, by providing an open market where the exporter could purchase for future delivery: where the long-headed man could follow his opinion that war made high prices. The public has been drawing striking parallels between the prices the trade paid for wheat last July when the winter variety was being marketed by the farmer, the present high prices of the grain assuming in the comparison that the farmer sold all his product last July and that the grain dealer held on to it until good grades ran up to $3 a bushel. I am willing to admit that here and there in the country some grain dealer did buy wheat from the farmer at $1.25 and held on to it until it reached the high prices. I am willing to admit that possibly one or two per cent of the grain dealers had foresight to see the ultimate price, or at least anticipated something better than the usual three or four cents a bushel profit in handling his community's grain.

Grain was consumed before price advanced.—In view of the fact that two-thirds of last year's crop of wheat had been sold, milled and eaten, when the fancy prices showed themselves in the market, it is painful to be accused of robbing the producer. When prices were running to the top last March, the Government reported that out of 700,000,000 bushels of wheat raised and carried over on the farm, only 101 million remained on the farm. That out of 600 million bushels marketed from the farm up to that time and 75 million held by grain dealers and merchants on July 1st of last year, or out of a total of 675 million bushels passing into the hands of the distributing and marketing organization of the trade only 145 million remained in trade channels on March 1st. Thus we get a proper illumination of the trade position and situation.

Public Bid up the Price.—Under the able leadership of the excitable press and alarmed public officials, the public went after the wheat and flour and bid up the price. The trade was blamed for the trouble, because it had an organized market where any one could come to buy and to sell. There was a lot of selling, but not by the farmer who held 70 million bushels over seed requirements, but by the grain dealer and miller, by the merchant, who combined held 145 million bushels of wheat. A great many sellers were actuated by the belief that prices were too high and they sold something which they did not have, but expected to obtain. Many of these had to buy back in the open market, others held tenaciously and profited by the subsequent restriction of trading.

Foodstuffs simply followed the universal price law, rising in response to a demand in excess of the supply. Public condemnation of the market, popular misconception of the underlying causes of the advance, forced the hand of the Government in the direction of repression. The organized trade checked the rapacity of the buyers, by closing the free market and establishing an artificial one. Limiting the trading to the initiative of the sellers in wheat and disposing of the nearby contracts on the arbitrary basis.

The public is impressed with the ease with which the market was checked, and ascribes the subsequent reaction in prices to the limitations imposed. The trade has shown the way to repress speculation; the producer of grain is the first business interest to come under the controlling power of the Government, by the deprivation of an open market. The trade hopes to restore the old condition, but the old condition on any outbreak in the direction of higher prices, would no doubt meet with a similar treatment. The indefinite character of the future is a serious one.

Working of Government Control in Europe.

Germany established rations for its people—in the cities and towns, it is only now forcing the producer to deliver up his products promptly and effectively. It has not been able to reduce the price of food, though arbitrary prices are fixed on certain products. Regulation there has increased socialism and demand for improvement in distribution to the natural ends of Governmental direction-communism. Apparently in that country the grain trade is operating entirely as an arm of the Government, not as a business.

In France the Governmental agency has absorbed the grain trade and relegated its direction to the agricultural departments, which in that country are intensified organizations and prices are elastic, varying from district to district, but speculation has been practically suppressed. While the French Government has not fixed the price for the producer of wheat, it has reached the same end by fixing the price at which the miller shall sell and that end of the trade has not had a very profitable business.

England began its control of the wheat market shortly after the war began and forced the closing of the future markets. More or less repression in the way of direction of imports was maintained, until last October when the Royal Food Commission was created and took over the importation and distribution of foreign wheats. The local trade was permitted to work its way along the best it could and in the main prices were not very remunerative. English or native wheat commanded a better price than the imports and little effort was made to force the farmer to sell. A month ago the Commission finally fixed a price for native wheat at equivalent of $2.34 a bu., the market at that time being $2.52. Since then the deliveries from the farms have been very small and foreign wheat has advanced to $2.65. Threats of commandeering the farm holdings have been made. On May 12 the Commission took over all flour mills with a capacity in excess of 7½ barrels of flour an hour. The millers will continue the business, but the Government furnishing the imported wheat will fix the price of the product and generally retain control—no dividends can be paid without the consent of the Commission.

The grain trade is now practically on the side lines, the few operating being those picked out by the Government and whose facilities are of the best—since the larger mills are now governmentally directed, there is practically very little left for the trade to consider except the handling of feeds and a price for services is fixed for the trade.

One of the peculiarities of the wheat situation is the relatively cheaper price prevailing for bread in England compared with this country. In London the quartern loaf—a four pound loaf—retails from 21 to 24c. This is war bread, about 12 per cent admixture of the bran and middlings, making on a white flour basis about 7c a pound for bread. In Chicago the pound loaf retails from 10c to 15c, depending upon the neighborhood and the conscience of the retailer and conscience in retailers in war times is just as elastic as the conscience of any other business man. The principle of getting the limit prevails at all times.

Economic Effects of Restriction.

Free business develops competition and increases the number engaged; regulation for the purpose of reducing costs acts in the contrary direction. While it is an economic benefit to have competition, which holds down prices, the arbitrary fixing of prices requires less numbers to carry on the business. One firm can handle the activities of a community. Less cost of operation will be the means sought to reduce prices.

Reduction in the number engaged in the business will in no wise increase the profit of the individual selected to handle trade for the Government. If the price is fixed for wheat there is no need of a multitude of buyers at any market, and those best equipped for the work will be given the opportunity. Eventually, if the scheme is persistent, its effectiveness can only be accomplished by adopting the English method of fixing the price for the producer, of controlling the mills and in effect making the breadstuff trade a national commissary.

Everyone is anxious and willing to help the Government; protests will be few, because unavailing. The turning over of business to commissions is a novelty as well as doomed to economic failures, but as war makeshifts they will have their ultimate effect upon the thought of the country and may work for general benefit by turning the drift of popular thought of the country in the direction of state socialism, and this may bring individuality to the front and turn popular sentiment against democracy.

Socialistic Drift.—Our business has not been exempt from the socialistic drift. We have had many minor illustrations of the producers attempting to eliminate the middle man. In some sections we have had the trade seriously discuss the transfer of country elevators to the control of Public Utility Commissions for the purpose of restricting competition, of monopolizing territory. The projectors are heedless of the price-fixing character of the Commissions and the ultimate baleful effect upon those engaged in the trade. While governmental control of the trade during the war would not be as harmful as in times of peace, it would at least clear up a good many foolish ideas about the power of governmental direction to help the trade directed.

My own notion is that governmental direction is always a good thing for the brief period to those who are not engaged in the controlled trade with their brains and capital. One of the disastrous effects of such control in times of peace has been illustrated to the detriment of the whole business interests of the country in the past two years. The railroads were so hedged about with rates as to prevent them from expanding with the expansion of the country. When the tremendous volume of war business set in, they could not meet the demands from the 70 per cent distension of production in manufacturing. The congestion that was created and continued has hurt every one in business. Should grain crops this year be average in quantity, there will be further harassment.

We have not yet felt the compression of war and will not until the conscription takes the young men into the field this fall—reducing the ability of the country to continue production of material at present volume. The shifting of industry to the most necessitous will happily take care of idle capital and idle hands in those lines of trade that must curtail. It is in contemplation of this feature of the war that the heaviness of a controlled grain trade will not be felt as it would be in times of peace. We must think of the situation developing about us in contemplation of a million or two of young men under arms, out of productivity, of an increasing activity in manufacture of war material.

The situation in foodstuffs is such that protests against governmental regulations, or dissent from methods proposed, are apt to be misconstrued and patient acceptance of the burdens is the easiest way out of the matter. Of course, it means trade demoralization and if the shortage in the supplies continues next season, many will be forced to leave the business and adjust themselves to things of more profitable results. The feeding of our own people is a trifling matter even in times of crop shortage—in fact, one can hardly conceive of a shortage in supplies so far as home consumption is concerned even in so important a food as wheat. Only once since crop reporting was inaugurated was actual outturn below home requirements.

and that was the crop of 1866, whose latter end prices were the highest recorded in our markets until this spring. It is a matter of providing food for our Allies that upsets the trade and forces governmental interference and co-operation with the Royal Food Commission of Great Britain, which is practically the buyer and distributor for the Allies abroad. The period which preceded our entrance into the war imposed unusual burdens upon the consuming public in the chief food, but the matter of interference with the operation of natural or economic laws was not given any serious consideration aside from the small element demanding an embargo upon exports.

The Food Dictatorship.

Declaration of war put us on the same plane with the Allies and force of military co-operation requires the conservation of food and the division of supplies as far as possible with our Allies. It is unimportant who controls the distribution, who fills the unenvied position of director or administrator. Mr. Hoover may not know anything particular about the grain business, and really, for the purpose sought, it is not necessary to know anything about it. His advisers are largely the directors of the supplies abroad and in this country our Agricultural Department is competent to furnish information as to the extent of the supplies. It is simply a matter of arithmetic, not of political economy, for we are making no pretense of directing natural channels, but to create straight channels for definite direction of the supplies. Any executive with precision of judgment and willingness to assume responsibility can direct the business. The question is how far will the food control extend? There is a natural haziness about the form to be adopted and circumstances will rule the occasion. The chief element in shaping things will be the size of the coming wheat crops. Should they yield a fairly good surplus, home interference will be slight, as the price will regulate the consumption as it has recently. There is a great deal of nonsense parading through the public mind as to the alleged shortage of wheat and flour. One gets the impression from reading the daily gossip of the papers, the frequent fulmination of dazed officials that the people have been hoarding flour in immense quantities. No doubt here and there there has been some buying for home uses, but in the main very little of this has been indulged in. There has not been any apparent shortage in the supplies available in the places of large accumulation. The decrease has been even less than the normal consumption and exports, considering the primary receipts of wheat. The fact is the price has caused so great a saving in consumption as to react upon the statistician and upset the conclusions of a month or two since.

The stoppage of buying wheat in the market for future delivery did not bring about the fall in prices, but the failure of the market to register the expected shortage in supplies removed further incentive to accumulate wheat, the nearness of the new harvest with an ample supply in the visible gave warning of approaching collapse of high prices.

Hoarding.—The trade is confronted with the possibility of vicious laws aimed at the storage of wheat. This contemplated legislation is apt to produce more harm than good, for it will, if effected, put the dealer in a position where over-zealous officials and nervous neighbors may accuse him of violating the law, when he is seeking to serve the community and the country by carrying in store the usual amount of grain. I can conceive of a situation where a country dealer has bought wheat, corn or oats to the capacity of his elevator, removing the grain from the farm into the reservoir that feeds the channel of trade, waiting on the opportunity to market his product at a fair profit—and the fair profit of the grain dealer is less than the profit of anyone else in business, and while waiting he is arrested for hoarding grain and his plea of proper and prudent business operations would be unavailing under the exact wording of the statute. Under the same projected legislation, his farming neighbors may hold their grain for higher prices, combine to hold for prices which may be far above the market, far above reasonable prices that the dealer must have for handling his grain and none can molest the producer.

Hoarding of foodstuffs is a detestable act, but the dealers are less likely to be engaged in this operation than the producers. Storage under proper conditions is the economic balance of the nation. No doubt many of the cold storage concerns have been too exacting—selfishness rules in this line as well as in any other; but a method of forcing the owner to part with the stored goods would necessitate exact computation and unusual skill. Arbitrarily the Government may say just how much may be stored, and force a distribution of a ratable plan, but such interference would destroy the business prospect and storage of eggs and butter would cease with the ultimate effect of making them very cheap during the season of heaviest output and almost priceless during the winter months.

Anti-hoarding legislation imperils every grain dealer in the country, for the prospect of being accused of unpatriotic methods, the possibility of being made an object of reprobation in his community will restrict operations to the actual passing of business and encourage the holding of grain by the producer, by forcing him to keep out of the market during the natural marketing season. If this legislation is enacted, and the market for future delivery is closed to the buyer, to the speculator, there will be a forced restriction of movement to the actual necessity of the consuming the exporting trade, which means a slow and uncertain movement at all times. It would be more preferable to do business under a maximum and minimum price with a fixed allowance for profit, than to do business under the Gore-Lever Bill.

In the present state of things there is no open market for the handler of wheat to hedge his purchases, no market upon which the foresight and capital of the country can operate to sustain and equalize prices. The grain dealer is without chart or a compass, and this, to my notion, presumes the fixing of prices by the Government. Large crops alone can save the trade from disorganization. Things may not be as bad as we anticipate. They always look worse in anticipation. Fortunately the coarse grain, largely domestic in use, promise a big yield and trading in them is likely to be unrestricted. Our Allies will need more corn and oats and the estimated amounts can be furnished and still have plenty for home use.

THE GRADING of grain under the new Federal Rules will be more difficult than ever, especially if the work is to be carried on with any uniformity, hence political inspectors, or for that matter supervisors also, will be a greater curse to the grain trade than ever. The time may come when men will be selected for these important positions (which mean so much to the grain dealers of the land) because of their experience in handling grain and knowledge of its different characteristics. No grain dealer would ever admit that the politician schooled only in ward politics would be a fit man to guide the destinies of a state grain inspection department. It is very evident that the grain dealers of Illinois did not impress their progressive governor with the necessity of selecting a man experienced in handling grain and familiar with the needs of the trade, to conduct the Inspection Department in a businesslike manner.

EVERY RAILROAD maintains a well organized and highly efficient force of engineers, but when a railroad wants to build a terminal elevator it calls upon an engineering firm which specializes in such work. The officials realize that problems will be encountered which wud never be found in track laving, bridge building and similar construction with which their men are familiar; yet a railroad engineer knows more about building a terminal house than a silo builder knows about building a country elevator, and for this reason the railroad's action shud provide a telling argument in favor of the employment of a competent and experienced elevator builder by the country dealer who is erecting a new plant or repairing his old one. The cost of erecting a cheap, poorly designed house may be less, but the inconvenience and the greater cost of operating, which is perpetual, so far outweighs it, that the product of the inexperienced is not to be considered.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. R. I. & P. 64475, loaded with oats, was transferred June 23 in yards at Brooklyn, Ia., having been wrecked with considerable loss of grain.—Brooklyn Lumber & Grain Co.

A. T. & S. F. 7959 passed thru Rantoul, Ill., June 19, leaking corn at head block.—J. C. McCrea, mgr. Rantoul Grain Co.

C. & E. I. 61295 passed thru Rantoul, Ill., June 19, leaking oats at drawbar. Think this car was loaded at Penfield.—J. C. McCrea, mgr. Rantoul Grain Co.

C. M. & St. P. 84200 was leaking very badly from broken studding when arriving at Farlin, Ia., June 15. It was set out here and patched up before sending on, but leak had been bad as the track shows yellow corn for 2 miles.—W. J. Banning, D. Milligan Co.

L. & N. 93530 passed thru Raub, Ind., June 14, leaking oats at side of car.—Lee Kelley, mgr. Raub Grain Co.

U. P. 78414 passed thru Central City, Neb., June 7 leaking wheat quite freely.—Wm. Palmateer, agt. T. B. Hord Grain Co.

L. H. & S. 3096 passed thru Palmer, Ia., June 6, via C., R. I. & P., leaking yellow corn at doorpost. Side was bulged out and looked like would be a big leakage. Reported it to train men but they pulled out without repairing it.—Palmer Grain Co.

G. H. S. A. 31675 and N. C. & St. L. 14905 passed thru Belle Center, O., going north on local, June 6, both leaking oats.—Belle Center Hay & Grain Co.

C. & A. 17503 passed thru Lincoln, Ill., May 28, going south on local freight, leaking badly thru sheathing on one end of car.—L. C. Ohmes, Holmes & Maurer.

Pere Marquette 52554 passed thru Brooklyn, Ia., May 25, leaking oats badly.—Brooklyn Lmbr. & Grain Co.

C. B. & Q. 99475 passed thru Fortville, Ind., May 19, leaking corn badly at both side doors.—F. V. Hardin, mgr. Hardin Grain Co.

Orient 3279 passed thru Nevada, Ia., May 12 over C. & N. W. eastbound, leaking wheat at one end under sheathing. Train didn't stop long enuf to repair.—Frazier & Son.

W. R. TURPIN, of Decatur, Ill., recently paid a farmer $19,586.23 for delivering 12,800 bus. of corn at his elevator at Turpin station, one of the biggest corn deals in central Illinois.

RAILROAD TARIFFS are often so complicated as to admit of varying interpretations by traffic officials, hence the call of the Interstate Commerce Commission for a conference of shippers and railroad representatives, to discuss the advisability of requiring railroads to present detailed statements of the changes effected by each new tariff filed. The railroad company is presumed to know the purpose of each tariff it files, and if it is required to give a clear explanation of the intent, many years' of study will be saved to students of tariffs, whose business makes it necessary for them to keep posted on the true effect of each new tariff issued. The proposal is surely one which will meet with the hearty approval of every shipper.

Indiana Grain Dealers Hold Big Meeting

The mid-summer meeting of the Indiana Grain Dealers Ass'n was called to order in the Governor's Room of the Board of Trade, Indianapolis, at 1:30 p. m. June 21 by Pres. J. S. Hazelrigg of Cambridge City, about 140 being present at the opening, but standing room was soon at a premium.

Rev. A. B. Storms delivered the invocation and welcomed the dealers to the capital city.

Pres. Hazelrigg appointed as a Com'ite on Resolutions J. J. Putnam, Newpoint; Chas. Ashpaugh, Frankfort, and Jno. Shine, New Albany.

P. E. Goodrich of the Legislative Com'ite presented the following report which was adopted:

Report of Legislative Comite.

Early in the recent session of the General Assembly, Representative Wright of Randolph County, introduced a bill authorizing the appointment of official weighmasters in any city or community when petitioned for by ten or more citizens. The purpose of this measure was to make official weighmasters especially desirable by those grain shippers who market their grain at interior points, in the east and south, where there are no public elevators or public systems of weighing.

Your committee endorsed this bill and did all it could to secure its passage, believing it was a measure of considerable importance to the grain trade. First, it would have given the weights of country elevators an official standing and simplified the work of making claims against the transportation companies for loss of or damage to grain in transit. It was especially desirable that this bill pass in view of the fact that it would have settled, in this state, the question of what are **"adequate weighing facilities"** under the Pomerene Bill of Lading measure. The reason it would have been "adequate" under this measure was because it was official, scales would have been inspected by the State Inspector of Weights and Measures, and the party issuing the certificate would have been an appointee of the state, which would have made its certificate of great importance not only in adjusting claims peaceably but when necessary to bring suit as it provided for the certificates thus issued to be prima facie evidence in court without requiring further evidence as to their competency. This bill was of much more importance than many thought and failed to pass the house largely from the want of a complete understanding of its real purposes on the part of many. The most telling opposition against it, however, was the thought of some that it would give opportunity for the creation of more offices tho the bill plainly stated that the weighmaster if paid at all was only to receive fees and those having the weighing done were to pay for the services rendered.

The second bill that your Committee favored was a bill providing that the Public Service Commission be given jurisdiction over real estate leased by transportation companies to the shipping public. The bill intended to provide a public tribunal for determining the amount of the rental and the value of such property on a leasing basis, and likewise provide for a proper review of contracts on complaint by either party to such contracts but unfortunately it was never gotten out of the committee and there died.

This bill was introduced by Representative Blackmore of Decatur County, who was a very busy man on some of the very important committees and for about one-third of the session he was unable to be in attendance on account of severe illness.

Purdue University was assisted by the com'ite in its effort to get an increased appropriation for the purpose of encouraging corn contests, etc.

We resisted the enactment of a bill, which aimed to regulate the seed trade of the state. The provisions of the bill were pernicious in every way, placing an unwarranted burden on the sellers of seed and a heavy penalty for technical violations that would have embarrassed them greatly, and would have been almost the death of the whole seed trade in the state. Secretary Riley immediately called a meeting of a number of seed men of the state who responded quickly. A committee was appointed from this body and appeared before the committee of the house which very promptly killed the measure.

We assisted the State Commissioner of Weights and Measures to secure an additional appropriation to provide for two automobile trucks for the purpose of carrying weights and other equipment for testing scales throughout the state. We would suggest that the grain dealers of Indiana use this department and have every scale within their plants tested at the earliest possible moment, likewise direct their attention to other scales on which grain is at times weighed with which to test the accuracy of the elevator weights. In our opinion nothing so dignifies our business as to have our scales in tip top shape at all times and when scales have been tested and sealed by the State Department it stops all controversies as to their correctness.

This committee had other legislation it would have favored and urged, but on account of the controversy that arose in the legislature over the abolishment of certain offices and otherwise, it was found impossible to make any headway.

Crop Reports: Our Ass'n should, we believe, favor at the next meeting of the General Assembly some change in the reporting of crop conditions in the state so as to make them of real value not only to our producers and handlers of grain but to the trade of the country as a whole.

There was a bill introduced to reduce the salaries of the Public Service Commission, increase their number to six and divide the Commission into two bodies, one to be wholly in charge of transportation matters, the other the general public utilities of the state. Your committee favored this measure and did all in its power to secure its passage. We are firmly of the opinion that this measure should be enacted into a law at the next meeting of the General Assembly so that part of the commission could give its entire attention to the transportation interests of the state.

The present state administration has recognized the grain trade in the appointment of Hon. J. W. McCardle, one of the pioneer grain men of the state, as a member of that commission and also Judge W. J. Wood, former Chairman of the Commission, who as former commissioner was friendly to the grain handlers of the state by reason of his knowledge and appreciation of their importance as shippers and the necessity for prompt service. With these two men in the service, we feel that the grain trade during their administration may confidently expect to receive prompt consideration of any grievances they may present.

The chairman of your committee attended as your representative the hearing in Washington on May 1st, in which a conference was held with the Special Committee of the Council of National Defense. This Council is made up of some of the greatest railroad men in the United States.

The delegates representing the grain and mill interests of the United States from all sections assembled there and it was a splendid representative body of men. They were thoroly conversant with the subject under discussion and very ably presented the case. Some 20 different delegates were granted a hearing and they strongly presented to the Commission the argument that grain and grain products, in a crisis of this kind, were entitled to and should receive at the hands of the transportation companies, preferential car supply and movement. They sighted numerous cases where shippers had waited not only days but weeks and months for cars to load both grain and grain products during the past year.

It will be of interest to you, we are sure, to know that the Commission stated emphatically that if information were furnished them where corn, wheat or oats or any grain products were ready to load for some specific destination, that on receipt of this information the Commission would see that equipment was furnished in 48 hours.

A. E. Reynolds chairman of the Legislative Com'ite of the National Ass'n said that about the only Federal Legislation in which the grain trade is interested are war measures which affect the trade. The question now uppermost in the minds of grain dealers is what is the Government going to do with us? About the only things the Government has decided is to lick the Germans. *How*, has not yet been determined, but without experience with war problems our representatives must work a solution of our troubles. I believe the Government will not greatly interfere with the grain trade. You will be permitted to conduct your business as usual and at a living profit. I doubt that the country grain dealers will be interfered with, but the commission merchants and central market receivers may be subject to some restriction. The operators of large grain storehouses will find their actions and methods censored more than any other section of the grain trade.

In the absence of Prof. A. T. Wiancko of the Joint Com'ite on More and Better Wheat, J. C. Beavers read the report from which we take the following:

Report of Com'ite on Increasing Wheat Production.

A com'ite consisting of representatives of the Indiana Millers' Assn., the Indiana Grain Dealers' Assn., the Fertilizer manufacturers, the Indiana Bankers' Assn., the Indiana Corn Growers' Assn. and Purdue University formed for the purposes of considering ways and means of increasing the production of wheat in Indiana, begs to submit the following for your consideration.

To meet the extraordinary conditions regarding food supplies throughout the world, it is necessary to put forth extraordinary efforts to make every acre of land produce as much as possible. This is especially important as regards the crops that can be utilized for human food. Among these, wheat is by far the most essential. Bread, "the staff of life," is still the all-important factor in the feeding of the multitudes and wheat flour is required in enormous quantities. There is a great shortage in the world's visible supply of wheat at the present time and the prospects in Europe and some other parts of the world for the next year's crop are very poor. Other nations will call more urgently upon the United States for food supplies, and particularly wheat.

Altho the natural conditions for growing wheat in Indiana are favorable and all of the materials necessary seem to be within easy reach, some organized efforts must be made under competent leadership actually to see to it that the wheat acreage for the 1918 crop shall be materially increased, and that the conditions of success may be provided so far as possible.

Holding Public Meetings: To bring the farmers to an adequate realization of the seriousness of the wheat shortage, it will be necessary to call meetings in every local community throughout the state and provide speakers to explain the gravity of the situation and personally call upon them to do their bit along the line of wheat production, just as they are now doing in corn production. The judicious use of concise and pointed posters will be of great service in this direction. Many farmers are not growing wheat. Under existing conditions every farmer should see it as his patriotic duty to produce some wheat next year.

Locate Seed Wheat: Many farmers will need to buy seed wheat and others will want to change the variety. A systematic hunt for good fields of desirable varieties should be begun at once and provisions made for saving the crop and making it available for seed at cost price. Special attention should be given to a few of the better varieties in order to insure better quality and greater uniformity.

Study the Fertilizer Situation. Fertilizers will be needed in much larger quantities than usual. Every effort should be made to increase the supply. Farmers will need information as to what and where to buy. Shipping facilities for the proper delivery of fertilizer will also need attention.

Give Cultural Instructions. Much can be done towards increasing wheat production through improvements in the cultural methods followed. While many farmers

understand wheat culture and are getting good results, the majority are not succeeding as they should. To this end, competent speakers at meetings all over the state should discuss means of increasing production, give detailed instructions and answer questions. Specially prepared literature covering the essential points should be placed in the hands of all interested farmers.

Organization and Methods of Procedure. To properly meet the needs outlined, it will be necessary to organize especially for this work. A competent leader should be put in charge at once and should devote his whole time to the subject for the next three months. This leader should have specific help in each county. Where there are county agricultural agents, these officials together with local com'ites could give the required help. Where there are no county agents, special agents should be appointed for this work, and possibly one man could look after two or three counties, locating wheat suitable for seed, helping to perfect local organization, holding meetings, give instructions, and be of assistance in every way possible.

Distribution of Special Wheat Literature: A special bulletin on More and Better Wheat is being prepared by the Purdue Experiment Station and can be distributed through the organizations represented in this com'ite. Posters and other publicity material should be prepared and used in furthering the campaign.

Expenses: The expenses incident to the plan of campaign outlined above will be met in part by Purdue University, which will provide a state leader for the time necessary and so far as possible organizing assistants and speakers. The county agents and their local organizations can be utilized without additional expense. The organizations represented in this com'ite will provide the necessary literature and meet the expenses of distribution, and individual members will give personal help so far as possible. It will be necessary in addition to secure some money for assistants, traveling expenses, circulars, postage and miscellaneous items.

Col. Chas. B. Jenkins, Noblesville, addressed the dealers on "During these Troublous Times, What Can We as Patriotic Citizens, do in the Discharge of Our Duty to the Nation, the State and Otherwise and What May We Expect in Business During and After this War." Mr. Jenkins paid high tribute to the character of the grain dealers and millers and scored Carl Vrooman for his threats to hang the grain dealers. I should feel bad if I were denied the right to buy or sell grain for future delivery. As a miller, I need the privilege in our business. We can store 600,000 bus. of wheat, but we can not afford to carry that grain unhedged. I have faith in Mr. Hoover and I doubt he will disturb our methods or facilities for handling grain just as we have been doing.

Country grain buyers owe it to the nation to induce every farmer to grow some wheat, at least five acres each year.

C. A. McCotter, Indianapolis, addressed the dealers on Fire Prevention as follows:

Fire Prevention — Inspection of Plants.

The success of this country and its allies in the present war depends upon the food supply. Every incentive has been made to increase and conserve the food supply of the nation. Instead of owning for so many dollars and cents the grain in your possession to do with as you choose, you have become the trustee of the people's daily bread and have a public obligation, that the labor of the people in growing the grain be not lost by deterioration, improper handling and above all by fire due to a lack of prevention on your part.

The Government has had thrown onto it the burden of increasing production, improving efficiency and conserving of numerous supplies that enter into war. One of the first problems was that of the production, preservation, and distribution of grain.

Many millions of bushels of grain are destroyed annually by fire. Fairly reliable statistics show that during 1916 in country elevators alone there was destroyed enough grain, on a wheat basis, to feed a million people one year. In the past that has been the loss of so many dollars distributed over the grain business as an expense through the insurance tax. In the past the careless or preventable fire has been only a burden thrown onto fellow grain dealers and millers paying the insurance. Now under crop and war conditions, any loss of grain is a misfortune to your fellow man, and is rightly considered a hindrance to the successful conclusion of a war for principles that all support.

The mills and elevators are the nation's storehouses. At this time they are hard to replace and every plant is needed for the work of manufacture and distribution. The contents are needed for the sustenance of both man and beast. The Government is interested that these be not destroyed and is seeking some means of prevention. The people are willing and eager to do their part, and they are accepting work within their ability and experience.

To help reduce fire dangers the fire insurance men of all classes have offered to the Government and the several states their time and experience. In Indiana this work was placed under the direction of the Fire Marshal. The fire marshal with the approval of the Governor and chairman of the State Council of Defense, the Food Production Conservation Committee and the State Food Commission has deputized about one hundred insurance men, consisting of stock company, mutual company and rating bureau field men and electrical experts to confer with the managements of several kinds of property considered of importance for war purposes. Flouring mills, grain elevators and their storehouses were placed at the head of the list in importance and a force of men is now visiting the 1,100 odd properties of this class in the state, which is the reason I am here to present to you a statement of the situation.

The Government wants the work taken up immediately, but is not prepared to handle it properly. The State has not the funds nor is it able to find experienced men to do the work. I hope you realize the real patriotism of the insurance men in neglecting their own work for this volunteer duty, and the loyalty of the insurance companies in paying the several thousands of dollars of salaries and expense.

Each inspector is furnished with a blank to be filled with the information asked, some of which is exclusively for Government use. We desire the first thing, that you require the inspector to show his authority from the fire marshal, countersigned by the Governor and others. This is the time to keep off your premises all persons who do not have a business reason for being there, or whom you do not know to be safe persons.

Furnish the information wanted. If possible go over the property with the inspector. And last, but most important, discuss with the inspector his views and your views of the fire possibilities of the particular plant. These inspectors are not infallible, but they are men who for years have been trying to analyze fire dangers. They will average far more general knowledge of the subject than the average owner of the property. You know or should know, the working of the plant, its defects and troubles of the past and possibilities in the future, as no inspector could learn in the few hours at his disposal. There is the expectation, not that the inspector will prevent fires, but that you will gain some pointers which, heeded, will add to the safety of your property.

Practically every plant in Indiana, when it was built, was so constructed that the physical laws were in equilibrium for its operation. It is the failure of the human element when these physical laws are not kept harmonious. It was a man who scrimped the foundation, with the result that the building settled from the load. It was a man that allowed the dust to accumulate and the flame to start. It was a man's negligence that put gasoline in a lantern and caused an explosion. It is some man's failure that produces the 101 more or less causes of fire. It is the failure of the human elements to properly control the physical elements. It is YOU and your employes who are responsible for the fires.

The people of the United States are united in one purpose so much greater than has ever been undertaken in this country that it needs every facility, with a minimum loss of effort, to accomplish that purpose. There is not a bushel too much storage capacity or a barrel too much milling capacity to handle the grain food supplies advantageously. The producer of the grain should not be compelled to haul his products several miles further because his nearest shipping or milling facilities have been burned, nor should the manufacture of the parts going into construction and the labor be diverted from other purposes for replacing what could easily have been preserved.

Ninety per cent of the fires could be prevented if the right thing were done. The possibilities of fires are numerous; the probabilities are according to the watchfulness and preventive measures used. This work will not go so far as to remodel your plant, no matter how defective.

A shingle roof is an abomination on any mill or elevator or adjoining buildings. If such a roof now exists then study out the problem of accessibility with a water supply should occasion require. Have an adequate supply of barrels of brine and a sure supply of buckets wherever an occasion might arise to use them.

Friction is the cause of a large percentage of fires. Be it the rubbing from shaft out of line, the grit in a bearing or worn out babbiting, the head pulley out of alignment or a dozen other things, it is a real hazard until the cause is removed.

All power is produced by flame and heat and just so long as these are confined to where they belong there is safety. Locomotive sparks burn more elevators than any other one cause, but I have never known an elevator to be so fired that had a non-combustible roof, windows closed on railroad side with no broken glass and with no lodging place for a spark.

Most prominent of all is good housekeeping. My observation is that there is hardly a man that really knows what cleanliness is. I cannot discuss the question here but will say that if you will take your wife over the plant and she says the place is clean the fire marshal will not question it further.

There is a good old saying that "the watched hazard never burns." It may be only a half truth but it has some preventive virtues. Another preventive measure is to discuss the knowledge you have of fire dangers with your employes. They are over and around the plant more than you and responsibility with credit for well doing is good for them.

In the work, the inspector will go over the plant and discuss with you the perventive measures that are most practicable under the conditions and leave with you a postal card, addressed to the fire marshal, enumerating the corrections. When these are made you are requested to date and sign the card and mail. This card is then attached to the report with a feeling of thanks that you have shown your patriotism and co-operation and your property does not require any further attention by the fire marshal for the present. If there are conditions on which you and the inspector cannot agree these deputies are not going to exercise an authority but are required to report things just as they find them and let the fire marshal himself act as he sees fit. He has an arbitrary authority and at this time is especially backed by the state administration and public opinion. Recognize that the number of properties is large and the work is voluntary on the part of these deputies. Encourage them, help them and so far as you can give them the benefit of the doubt.

Whatever may be the result of this part of the effort to conserve food supplies the insurance men will not claim the credit. Their part is too small and your part too large. They are merely missionaries preaching the gospel of fire prevention. If they convert you, it then is you that must save the property. A similar work is being carried on in every growing state.

These inspectors are Hoosiers and share with you the pride that Indiana in this war shall prove itself the equal of any state, if not the leader of all. We insurance men have sworn in our hearts that we will do our full duty to the limit of our ability. If you will now do the same and all of us remain true until Peace is won, we can take our reward in a satisfied consciousness that we were faithful until the end.

In closing let me offer a slogan: "A FIRE FROM ANY CAUSE WILL BE A CALAMITY. A CARELESS FIRE WILL BE A CRIME."

V. E. Butler, Minneapolis gave an explanation of the Proposed Recommendations of the Trade Rules Com'ite of the Grain Dealers National Assn which will appear in a later number.

J. S. McDonald, New Albany talked to the dealers re the cyclone of March 23. He said the cyclone was one of the best things that ever happened to New Albany, because all citizens came in

voluntarily and contributed to the help of the unfortunate. It made us all brothers. He paid high tribute to the work of the Red Cross in caring for the injured and homeless.

Adjourned to 9:30 Friday.

Friday Morning Session.

The second day's session was called to order with every seat in the assembly hall taken. President Hazelrigg introduced W. P. Carroll, Chicago, Sup't of Federal Inspection, who spoke on Wheat Grades.

The Official Wheat Standards

By W. P. CARROLL
Federal Supervisor at Chicago

The application of the new wheat standards, on July first, is perhaps the most important subject in the handling of the prospective wheat crop, to which dealers are now giving their attention. No doubt many are somewhat perplexed and perhaps disheartened at the length and volume of these standards as viewed in Service and Regulatory Announcement No. 22. I will concede that at first sight it does seem a rather laborious task to master all the classes and grades contained in that announcement, because the new standards involve some changes from all previous classifications. I assure you, however, that when the subject matter in the announcement is abridged, that these classes and sub-classes are much less complex than any standards now used, and which at the same time would be applicable in grading wheat throughout the United States. It is true that there are many innovations in these standards and a little study should be made in order to understand where they occur and how they apply.

The six great classes of wheat grown in the United States. If these classes are taken in the order in which they are officially published, the first class is the Hard Red Spring wheat of the Northern Central states; the second, the Common and Red Durum wheat found in the same states, as well as in some of the Western states where dry farming is practiced; third, the Hard Red Winter wheat of the Central states; fourth, the Soft Red Winter wheat of the Central, Eastern, Southern and Pacific Northwest; fifth, the Common White wheat of the Pacific states, Michigan, New York, and other widely scattered localities; and sixth, the White Club wheat of the Pacific Northwest.

The next step in the mastery of these standards will be to consider the subclass for each of the classes just mentioned.

Hard Red Spring wheat will be the class name for the wheat which is now known by such names as Spring wheat, Northern Spring, and Hard Spring. This class will include the varieties now known as Bluestem, Fife, Marquis, Velvet Chaff, and Humpback. Hard Red Spring wheat of the Fife variety especially, is called Hard Spring under the standards now in use. Under the new standards, if any Spring wheat contains kernels of a dark, hard, and vitreous texture, to the extent of 85 per cent, it will be assigned to the subclass of Dark Northern Spring. If the same wheat contains less than 85 per cent of dark, hard, vitreous kernels, and more than 25 per cent, it will be called Northern Spring, the same as under the old standards at the present time, while Red Spring wheat will be the new name for the old class of Spring wheat, provided, however, that the wheat contains less than 25 per cent of dark, hard, vitreous kernels. Humpback wheat is a variety of wheat seldom, if ever, met with in this part of the country. Its real name is Bearded Bluestem, and it is grown, to a limited extent, in a few sections of the Spring wheat belt, and in the markets to which most of it is shipped the present inspection rules provide that it will not be graded higher than No. 3.

The second class will include both Common and Red Durum wheat. The subclasses will be, first, Amber Durum, of which 75 per cent of the kernels must be of amber color and texture; second, Durum, which will consist of kernels of yellow or mottled appearance, or of starchy texture, and of less than 75 per cent of kernels of amber color and texture; and third, Red Durum, a variety grown occasionally in some sections of the Durum wheat belt.

The third class will be Hard Red Winter wheat which is now generally known among the grain dealers at Hard Winter wheat, and while there is only one classification at the present time for this wheat in this part of the country, it is divided in some localities into Turkey wheat, Dark Hard, and Yellow Hard. To include all the Hard Red Winter wheat grown in the United States, and at the same time show that the wheat possesses different and perhaps desirable characteristics for flour making, this class of wheat will henceforth be divided into three sub-classes.

The first of these will be Dark Hard Winter, 90 per cent of the kernels of which must be dark, hard, and vitreous in texture; and this sub-class will be very similar to what is now known as Dark Turkey wheat.

The second sub-class is Hard Winter, which must contain less than 90 per cent and more than 25 per cent of dark, hard, vitreous kernels.

The third sub-class will be known as Yellow Hard Winter, which must not contain over 25 per cent of kernels of a dark, hard, vitreous texture. It is my opinion that a very large percentage of the Hard Red Winter wheat now grown in the central part of the United States will fall into the sub-class known as Hard Winter, the wheat with which you are now most familiar. However, in some sections of the country there will be some Yellow Hard Winter wheat.

The fourth class is Soft Red Winter wheat, and this class will include what is now known as Red Winter and Red Western. The Soft Red Winter wheat, grown east of the Rocky Mountains, will be known as Red Winter, as heretofore, and the Soft Red Winter wheats of the Pacific Northwest, including the red clubs and the red hybrids, will be known as Red Walla instead of Red Western, as now classified. Any Soft Red Winter containing garlic or wild onions or the odor of the same, will be known as Soft Red wheat.

The fifth class is Common White wheat which is a substitute for the present classification known in different markets as White Western, White Winter, and White Spring, and the combination of the three kinds will simplify the grading of White wheat very much. In order that a difference in milling qualities may find expression in the grading, Common White wheat is divided into the two sub-classes, Hard White and Soft White. In order that White wheat may be classified as Hard White, provision is made that it must not contain more than twenty per cent of kernels of soft and chalky texture. All other White wheat (exclusive of the White Clubs and Sonora wheat) will fall into the sub-class, Soft White wheat.

The sixth class called White Club will include all the White Club varieties and the Sonora wheat.

An examination of the standards for all classes and sub-classes will show that the number of grades has been increased one numerical grade, so that instead of having Nos. 1, 2, 3, 4 and S. G. as is the case now, there will be Nos. 1, 2, 3, 4, 5, and S. G.

DOCKAGE: One of the most striking innovations in wheat grading for this section is the system of dockage inaugurated. In nearly all markets it has been the general policy heretofore to lower the grade if wheat contained an excessive amount of straw, chaff, weed, sticks, and small seed. In the Northwest, the dockage system has been in use for many years, and in most instances this practice has been satisfactory. The grading of grain lower because it contains too much foreign matter is considered unfair because the greatest part of the foreign matter generally found in wheat is usually easily removable by machinery. Of course some wheat will be found which contains inseparable or not easily removable matter such as cockle, wild peas, vetch, etc., any or all of which affect the flour produced therefrom. Consequently, due consideration had to be given to this deleterious matter, and these foreign substances have had a narrowed and definite limit placed upon them for each grade, so that the total inseparable material permitted in any grade will be decreased to one-half of the amount usually allowed when the inseparable material consists of vetch, cockel, oarnel, etc.

Generally speaking, this subject of dockage and inseparable foreign matter will cause very little difficulty in most of the winter wheat sections of the middle West because there is very little foreign matter found in winter wheat, excepting rye.

Under the subject of dockage your attention should also be called to the fact that the word "wheat" is defined in the new standards. Any grain, which when free from dockage, contains more than six per centum of grain of a kind or kinds other than wheat shall not be classified as wheat. Since rye is generally conceded as an inseparable grain when mixed with wheat, a parcel of wheat which contains over six per cent of rye after cleaning, is not wheat but wheat mixed with rye, and such a mixture can not be graded according to these standards.

MIXTURES: In connection with dockage another closely allied subject is that of mixtures. An examination of the new wheat standards will show that the quantity of admixtures of wheat of other classes with any sub-class will henceforth be decidedly curtailed when these mixtures are compared with the standards in use at the present time. Inspection rules in most cases now permit an admixture of Soft Red Winter with Hard Winter wheat to the extent of 25 per cent, but under the new standards the maximum amount of other wheats permitted will be 10 per cent in No. 4, and considerably less in the higher grades. With the exception of a small amount of White Winter wheat now allowed in Red Winter there is no other wheat permitted in this kind of wheat at the present time. Under the new wheat standards, Soft Red Winter wheat may carry the same amount of other wheats, excepting Durum, as does the Hard Red Winter. This is one instance where an increase in admixture of other wheats is permitted when compared with the old standards. Only one-half of the permitted amounts of other wheats will be allowed in Hard Red Winter wheat when the admixture consists of Common White, White Club, and the Durum wheat.

SMUTTY WHEAT: For years it has been customary to place a lower grade on wheat containing smut or that has a smutty odor, than the other factors affecting the general quality of the wheat would justify, if the smut were not taken into consideration. Smutty wheat is frequently of excellent quality, and the lower grade placed upon it on that account often associates good wheat with wheat inferior for other weighty reasons than smut. Under the new standards, smutty wheat will be graded according to its quality regardless of the smut, and the notation "Smutty," will follow the grade designation and become a part of the grade.

While there is no intention of encouraging the production of smutty wheat or minimizing its bad effects, I believe that smut is easily removed by machinery or by washing and that a proper grading should show the intrinsic value of the wheat itself and not the smut. If wheat is graded No. 3 on account of being smutty, there is no information of much value given in the inspection certificate to interested parties regarding the quality of the wheat itself. It is believed that the notation of "Smutty," following the grade designation, will injure neither shipper nor receiver, and at the same time will inform both parties of the actual quality of their wheat.

MOISTURE: To avoid any misinterpretation with respect to what is intended by the terms "dry," "reasonably dry," etc., it will be necessary to have a definite moisture limit for each grade in the new standards. It is the opinion of some that the one moisture limit should apply to all grades, but if a little consideration is given to this important factor it will soon be manifest that such a limit would work a great hardship and furthermore a great injustice.

In the first place, wheat intended for storage should be dry enough to insure the keeping of the wheat in good condition for a reasonable length of time, and rarely is all sound, plump, and heavy wheat, coming direct from the field to market, fully dry enough for this purpose. With the same moisture limit for all grades of any class of wheat it would follow that there would be either too much moisture in wheat destined for storage, or the moisture limit would be too low to meet the requirements of the crop as actually produced. If the latter circumstance should exist, a large part of the wheat crop would be Sample Grade when it is marketed from the field.

The only reason why the same moisture limit for all grades would be advantageous is that it would accelerate the determina-

tion of the grade, but again it should be borne in mind that no matter where the moisture limits may be fixed there will always be wheat just on the line so that it would be necessary anyway to make a moisture determination to be certain of the grade.

HEAT DAMAGE: The phraseology of the wheat standards now in use do not permit any heat damaged wheat in the higher grades. This circumstance will often work a hardship where wheat is transferred through an elevator, and where stray heat damaged kernels may be picked up in the transfer. If inspectors now adhered strictly to the published rules under which they are working they would be compelled to do one of two things: either to ignore the heat damage entirely, or to grade the wheat no better than No. 3, or No. 4, depending upon the class of wheat in question and the extent of the heat damage in the mixture. It is believed that the liberal and still conservative limits prescribed in the new wheat standards will provide for any technical points which may arise from small amounts of heat damaged kernels being accidentally gathered up in the usual handling of grain.

WEIGHT PER BUSHEL: A considerable difference in the test weights per bushel will manifest itself when the new standards are compared with the old standards. All the Hard Red Winter, Durum, and the Soft Red Winter wheat, excepting the subclass of Red Walla, have the same test weight per bushel, for the three classes, beginning with 61 pounds for No. 1, and decreasing two pounds in each successive grade. Red Walla and all the Common White and White Clubs permit one pound loss in each of the similar designated winter wheat grades, while the spring wheat grades permit two pounds less for the same grades.

With the foregoing facts it is needless to call your attention to the numerous standards now in use and the different ways in which they are applied. The new standards are established to bring about a uniform classification and application of fixed limits for all grades of wheat in order to facilitate transactions in wheat. Nobody claims that these new standards are absolutely perfect, or even near perfect, but they are believed to be the best that can be devised under the circumstances. When they become effective on the first day of July it is expected that they will hardly run smoothly. Your forebearance and patience is therefore asked by those who apply these standards, until this new system of wheat grading has had a fair chance to get into smooth running order.

An opportunity for discussion of the new wheat grades was given the assembly, but there was no discussion.

Fred Zimmerman, vice-pres. Monon R. R., Chicago, followed with a paper on Railroads, in which he said:

The Railroads.

Today we are confronted with inadequate transportation facilities because the railroads have not kept pace in the last ten years with the nation's normal growth, to say nothing of the extraordinary demands that have developed by reason of the World War. In the early stages of the railroads in this country their expansion preceded the actual requirements of the country and lines were projected into new fields preparing the way for the advance of settlers, resulting in a quicker development of the country's vast domains than would otherwise have been possible. This expansion of railroad facilities led to abuse in the manipulation of railroad securities, otherwise funds could never have been obtained for such speculative ventures; also in preferential rates to large shippers to influence the movement of goods via roads that were literally starving for business, because there was not enough to go around. These abuses grew with advancing years and they were encouraged by avaricious shippers anxious to secure an advantage over their competitors.

Government Regulation: The public awakened to the great injustice of discrimination in rates and conditions, bringing on the passage of the Interstate Commerce Commission Law in 1887, which did not, however, adequately meet the situation and finally culminated in more drastic laws in later years. Distrust of the railroads grew to such an extent that what should have been correction and regulation resulted in more, in fact, amounted to vengeance. The railroads were the targets of demagogues, who found a favorite pastime in abusing them, resulting in adverse legislation by Federal, State and Municipal bodies. Due to this unfair attitude toward the carriers, whereby their revenues have been depleted, and their taxes increased, investors have sought more profitable fields for their funds and carriers have of late years led a precarious existence.

Renewals and Improvements. They have, as a rule, made only such renewals as were imperative, necessarily postponing improvements that should have been made, and in consequence facilities are run down and equipment depleted and inadequate. Financial interests and railroad officers, recognizing what such a deplorable condition meant if there should be an abnormal increase in traffic, have plead in vain for a recognition of their needs on the part of the public, seeking increased rates, constructive instead of destructive legislation, wishing for Federal control instead of control by numerous regulating agencies of various and conflicting tendencies, that they might properly prepare to handle additional traffic and give good and prompt service.

The Car Situation: On May 1 of this year there was a so-called shortage of 150,000 freight cars. In the spring of former years there has usually been a surplus. Last year on May 1 this surplus was 33,361 cars. This difference in the car supply of nearly 200,000 cars less this spring than last portends for the fall and winter months a situation that may be appalling, unless the carriers and shippers cooperate in a more intensive use of the railroad cars and facilities available.

Why are not the railroads entitled to an increase in price for their product in line with the increased cost they are put to in the production thereof, and if you please, why should not they share in some of the abnormal prosperity that almost every other industry in the country is participating in? This question of adequate earnings for the railroads is not one alone of giving them a square deal, but it is something in which you as a shipper and every consumer of this country is interested. Without adequate earnings the carriers cannot, in the very nature of things, furnish the transportation that is essential to provide the necessities, comforts and luxuries that are a part of our national life. Aside from this interest you have an interest as an investor in railroads. I say this to you even if you do not own a single share of stock or a single railroad bond. Thru investments by life insurance companies, savings banks, fire, marine and casualty companies, and schools and benevolent ass'ns, the railroads are really owned by a majority of the people.

War Measures: Under these deplorable conditions the railroads face the demands of a nation at war, with her allies drawing more heavily than ever upon her resources, which are useless unless they can be transported from the place where produced to the place where needed. Regardless of the handicaps under which the railroads are laboring, it is realized that the outcome of the War depends upon them; wherefore their officers have arisen in this crisis of our nation in a way that is marvelous. They have formed a war board of five railroad executives, supported by suitable assistants, these having been in almost constant session in Washington, cooperating with the Council of National Defense. They have sub-com'ites, a Com'isn on Car Service, a Com'ite on Military Equipment Standards, a Com'ite on Military Transportation Accounting, a Military Passenger Tariffs Com'ite, another on Military Freight Tariffs, a Com'ite on Express. These com'ites are all made up of expert railway officers. General Agents have been appointed at all of the military headquarters with no other duties than to work with the military authorities. There are still other smaller sub-com'ites which deal with various phases of the immense problem.

It is conceded on every hand that the total amount of transportation that can be manufactured under existing conditions will be woefully inadequate to meet the demand. It will, therefore, be necessary for every patriotic citizen in this country to assist in every way he can to economize in the use of transportation facilities so that such as they are they can be more readily available for emergency movements that have to do with war matters. This can be greatly assisted by the loading of all cars to their maximum capacity and by the inauguration of a campaign in your locality for greater efficiency in freight shipping, including prompt loading and unloading.

H. H. Deam of Bluffton, speaking on Transportation, reported on his recent appearance before the Car Service Com'isn at Washington for the ass'n. We are today facing one of the greatest crises the shipping world has ever seen. We have experienced the increase of minimums which at first was thot would be a hardship, but all soon adjusted themselves to it. All shippers should load cars to full capacity, leaving only enuf space so the grain may be inspected. I attended the hearing at Washington before Congressman Lever on the proposed plan of closing up the grain exchanges. I heard the discussion in the Senate before the bill was defeated. We all know what it would have meant to have our grain exchanges closed.

I called on Mr. Julius Barnes at Washington and found him a pleasant, affable man, ready to listen. He gave assurance that he is doing all in his power to supply cars. As a result of this trip, cars were furnished in at least some territories in Indiana specifically at the instructions of the railroad com'isn for loading of grain. Every shipper should have a book of car order blanks for filing with the local station agent, telling the number of cars wanted and what they are wanted for and when. If not successful, take the matter up with Sec'y Riley and let the ass'n take it up in the proper way with the com'isn. Harvest will soon be here and cars will be needed worse than ever before.

I for one am ready and willing to pay any increase the railroads may ask for that is right and proper. I have a peculiar situation in having two elevators located on a traction line on which it is rumored business will be discontinued. If this road goes out of business we will probably have to tear down the elevators. If the steam railroads do not receive the proper pay for their services, they too will be forced out of business. We should do all in our power to co-operate with the railroads and to create a friendly feeling which will facilitate the handling of our traffic.

The following resolutions were then presented and adopted without discussion:

Resolutions.

PREMIUMS AND DISCOUNTS FOR NEW WHEAT.

RESOLVED, That in buying wheat after July 1st we recommend that all Grain Dealers and Millers of Indiana conform to the Government standards under the new Grain Grades Act and if such practice obtains the following premiums and discounts will be found equitable and necessary: With No. 2 wheat as a basis, a premium of 1% should be allowed for No. 1 and a discount of 2% for No. 3; 5% for No. 4 and 10% for No. 5.

Resolved, That if No. 2 wheat is made the basis that we recommend to the Board of Trade and markets of the country that No. 3 red winter wheat be made deliverable on No. 2 contracts at a discount on a percentage basis not to exceed 2%.

MORE AND BETTER WHEAT.

Resolved, That we approve the report of the Committee on More and Better Wheat for Indiana and that we recommend the committee be continued and that the entire membership exert every possible energy and effort to accomplish the purpose contemplated, not only as a matter of business but as our patriotic duty and our contribution to the war.

WANT GRAIN EXCHANGES KEPT OPEN.

Resolved, That we believe in the necessity for Grain Exchanges as a means of affording facilities for legitimate distribution of grain crops and the execution of contracts incident thereto; therefore, we, the members of the Indiana Grain Dealers' Ass'n recommend the continuation of such exchanges under such governmental regulation and on such terms and conditions as will afford proper facilities for accomplishing the aforementioned purpose, freed from questionable practices induced by purely speculative intent and purpose and any influences that tend to destroy the operation of the legitimate rules of supply and demand.

GRAIN CONSERVATION.

Resolved, That we recognize the need of conserving every bushel of grain from

deterioration or destruction, particularly by a preventable fire, and be it further

Resolved, That we endorse the work of the Fire Marshal with the assistance of the insurance men in inspecting all grain handling plants, and pledge our co-operation through increased watchfulness and care.

UNIFORM TRADE RULES.

Whereas, uniform trade rules at terminal markets are of great importance to country grain dealers, and believing the proposed rules as recommended by the Advisory Committee of the Trade Rules Committee of the National Grain Dealers Ass'n are fair and just to both the terminal market dealers and our country dealers, we therefore recommend their endorsement by this convention and that said rules be recommended to the Trade Rules Committee of the National Ass'n, and that every effort possible be made for their early adoption.

SYMPATHY.

WHEREAS, Death has entered our Ass'n and taken from us two of our esteemed members, David Unger of David Unger & Son, Russlaville, and Albert W. Loughry of Loughry Bros. Milling & Grain Co., Monticello, Ind.; be it

Resolved, That the Indiana Grain Dealers Ass'n express to the associates of Mr. Unger and Mr. Loughry and to their families and friends our deep feeling of loss in their departure from this life and that we send to them a copy of these resolutions.

THANKS.

Resolved, That the sincere thanks of this Ass'n be extended to the members of the Indianapolis Board of Trade and the Entertainment Committee thereof; also to the various speakers for their many courtesies and genuine hospitality which has added so much to the pleasure and business of this meeting.

Adjourned *sine die* at 11:00 A. M.

Entertainment.

The seriousness of the present great war, the part the grain men must play in it, and all-sacrificing patriotism were the predominating notes of the Wednesday evening entertainment, which was a most pleasing diversion from the usual cabarets. The large hall was entirely filled, a number of ladies adding color to the gathering. An excellent orchestra entertained the audience, and with the conscript octette of grain men leading the singing, the old war songs of '63 rang out seriously and melodiously. The conscripts were so good that they were repeatedly encored.

Major T. W. Darrah of Ft. Benjamin Harrison was the first speaker of the evening. He estimated that two divisions of the army will require 5,760 tons of flour each month, and that for every man at the front it will require 3 men at home to provide him with supplies. Other speakers were W. H. Havs, Geo. I. Christie, director food production and conservation com'isn of Indiana, and Claris Adams, who delivered a stirring patriotic address. He declared that grain exchanges should not be closed and that maximum and minimum prices should not be placed on grain or grain products.

It was a serious, sobered crowd which left the assembly hall.

Convention Notes.

Louisville, Ky., sent C. S. Zorn.

Paul Goldstein was out from New York getting acquainted.

Pittsburgh representatives were J. A. Geidel and R. W. Young.

Altho Tom Morrisson was celebrating his 64th birthday, he wud drink nothing but spring water.

Two elevator brokers, John A. Rice and N. P. Claybaugh, both from Frankfort, Ind., were present.

From Baltimore came G. A. Hax, of G. A. Hax & Co., E. H. Beer, Chas. England & Co., and H. F. Elgert, J. A. Manger & Co.

Before the Thursday afternoon session was well started all standing room was taken and others crowded the hall awaiting a chance to get in.

All the dealers were trying to find the duplicate of the number placed on them by Bert Boyd. If No. 412 will kindly address this office we will divide the smokes.

The hospitality of the Indianapolis grain dealers was the subject of much comment. All of them were everywhere and the good cigars passed out kept things smoking hot all the time. It was open house everywhere.

New Members: Geo. B. Pontius, Claypool; Union Grain & Feed Co., Anderson; C. Cunningham, Tipton; Boswell Grain Co., Boswell; New Castle Elvtr. Co., New Castle; J. F. Doan, Boswell; Lemon Milling Co., Bedford.

Registration, when the convention was called to order at 1:30 o'clock Thursday, was 234. This is more than registered all the first day in January. If many more had attended a larger hall would have been a necessity.

The registration was in charge of Mr. and Mrs. C. B. Sinex and J. Holloran, of the Grain Dealers Mutual Fire Ins. Co., which supplied the identification badges.

If the Relief Com'ite had supplied Jenkins with an ice pack no adjournment would have been taken for supper.

Several delegates motored down in autos, among them being Mr. and Mrs. J. E. Collins and Mr. and Mrs. E. S. Collins, from Garrett, Ill., Mr. and Mrs. J. B. Woodin, Cincinnati, and Mr. and Mrs. G. A. Hax and son, Wm. B. F. Hax, from Baltimore, Md. All reported pleasant trips.

Chicago was represented by R. W. Carder, of Hitch & Carder; Sam Finney, of E. Lowitz & Co.; W. H. Perrine; H. R. Sawyer, representing J. H. Dole & Co.; Geo. L. Stebbins, of Sawers Grain Co.; Harry F. Todd, representing Simons Day & Co., and Wm. Tucker, representing Lamson Bros. & Co.

An extremely appropriate souvenir, consisting of a silk flag attached to a card on which the poem, "The Name of Old Glory," by James Whitcomb Riley, the Hoosier poet, was artistically printed, was distributed with the compliments of the McConnell Grain Corporation. Mr. McConnell also pinned a carnation to each dealer.

Ohio was represented by H. M. Brouse, I. E. Collins, Jr., C. S. Custer, F. E. Fleming, A. C. Gale, A. Cowling, J. F. Kelly and J. B. Woodin, Cincinnati; H. M. Strauss, Cleveland; O. P. Hall, of E. A. Grubbs Grain Co., Greenville; W. W. Cummings, of J. F. Zahm & Co.; W. E. Stone, of the Churchill Grain & Seed Co., and J. W. Young, from Toledo.

Buffalo Boosters were H. T. Burns, M. Crowe, Jas. C. McKillen of Dudley M. Irwin, F. J. Maurer, E. E. McConnell, J. J. Rammacker, Sec'y Fred E. Pond and F. J. Schonhart of Electric Grain Elevator Co., all advertising the next national convention as well as themselves. Every one wore a Buffalo button with the national colors.

An Emerson wheat from oats separator on display attracted much attention, as did the carburetor of the Kerosene Carburetor Co., Inc., P. A. Rice explaining it. Other supply representatives present were A. S. Garman and W. B. Sutton, Huntley Mfg. Co.; C. L. Hogle, Invincible Grain Cleaner Co.; P. G. Hunker, Jr., and B. C. Nelson, and Fred W. Kennedy of the Kennedy Car-Liner & Bag Co.; and M. J. Young.

Indiana Shippers present were: W. H. Aiman, Pendleton; C. S. Anderson, Stockwell; W. A. Anderson, Milton; C. A. Ashpaugh, Frankfort; E. W. Ball, Rushville; J. C. and J. J. Batchelor, Sharpsville; C. M. Barlow, Kokomo; D. L. Barr, Wheatland; E. A. Benedict, Chase; Robt. Bell, Brookston; D. L. Brookie, Frankfort; N. Clabaugh, Frankfort; W. E. Connay, Messick; A. B. Cohee, Frankfort; L. L. Cook, Windfall; C. D. Cutsinger, Edinburg; H. H. Deam, Bluffton; J. F. Doan, Swanington; J. E. and R. B. Deaton, Sidney; N. Davis and O. A. Davis, Michigantown; J. C. Donovan, Yorktown; R. J. Deardorff, Centerville; S. Egly, Geneva; C. E. Foster, Attica; J. C. Fox, Manilla; R. E. Goodrich, Winchester; J. N. Gordon, Summitville; L. E. Greenwood, Galveston; J. M. Hanna, Willowbranch; J. T. Higgins, LaFayette; H. L. Holly, Atlanta; C. A. Hornbeck, Avery; J. Howell, Cammack; F. S. Hunt, New Richmond; E. Hutchinson, Arlington; A. Inman, Sheridan; C. B. Jenkins, Noblesville; H. H. King, Winamac; E. Kirkpatrick, Shirley; Etna Lefforge, Kennard; Otto LeForge, Rossville; J. S. Leakey, New Lisbon; W. H. Leisure, Gwynnville; J. C. McCarmon, Letts; J. R. McConaughy, Earl Park; J. S. McDonald, New Albany; L. McFadden, Walton; E. J. Mendenhall, Sheridan; C. S. Miller, Elwood; S. A. Miller, Mulberry; P. W. Milliken, Blountsville; D. C. Moore, Waynetown; E. A. Morris, Newcastle; T. Morrisson, Kokomo; J. H. Morrow, Wabash; W. Nading, Sheldon; A. L. Nelson, Montpelier; W. O. Neuenschwander, Berne; C. L. Northlane, Union City; A. Orme, Rushville; J. O. Pape, Fowler; J. C. Phillips, Star City; C. B. Pontius, Claypool; H. W. Reimann, Shelbyville; A. E. Reynolds, Crawfordsville; U. Seeger, Marshfield; C. B. Shelby, Cyclone; J. P. Shoemaker, Daleville; D. P. Simison, Romney; E. N. Smith, Buckeye; E. K. Sowash, Middletown; C. A. Stevenson, Frankfort; B. Taylor, LaFayette; E. Taylor, Montmorenci; O. J. Thompson, Kokomo; A. C. Valentine; J. M. and E. R. Walker, Middletown; H. E. Waltz, New Palestine; A. P. Watkins, Lincoln; P. Weaver, Sheridan; E. C. Williams, Dayton; H. C. Wolf, Morristown; P. J. Wolfram, Brownsburg; J. C. Williams, Daleville; T. B. Wilkinson, Knightstown; O. Kundt, Stockwell.

MILLERS ARE COMPLAINING because of the lack of hedging facilities due to the restrictions thrown around option trading. A miller recently sold 1000 bbls. of flour, and before he could buy in the wheat it had advanced 10c per bushel.

SWELLING OF GRAIN so stopped the hole made by a torpedo from a German submarine, which hit the Belgian relief ship Kongali on April 20, that the ship remained afloat and was towed in to harbor at Maashaven. Eight Dutch fishermen who salvaged the steamer were rewarded with $200,000 each.

THE AMENDMENT by which imprisonment would be imposed upon any persons except farmers who store food products with a view of controlling prices, which is contained in the Food Control Bill, was protested recently by a com'ite from the Baltimore Chamber of Commerce headed by Pres. Jas. C. Legg.

BILLS recently introduced in Congress include H. R. 4662, 4664, and 4462 to prohibit speculation; S. J. Res. 62 authorizing the President to appoint a controller general of supplies; H. J. Res. 87 authorizing the President to purchase and distribute food; H. R. 4461, repealing the mixed flour act, and H. R. 4911 to prevent the concealment of foods.

THE ARGENTINE government has granted a concession for the erection of 22 grain elevators on the Central Argentine Ry. Ten of the houses are to be placed in service within a year. Among the locations selected are Acevedo, Arequito, Arrecifes, Armstrong, Canada de Gomez, Carreras, Chabas, Colon, Conesa, Correa, El Socorro, Firmat, Godoy, Marcos Jaurez, Paz, Peyrano, Rojas, Rojo, Rueda and Santa Teresa.

War Affecting the Grain Trade.

PARAGUAY AND URAGUAY placed embargoes on exportation of flour and wheat from their borders on June 16.

B. A. ECKHART, the well-known miller of Chicago, has been requested by Herbert C. Hoover to act in an advisory capacity in drawing up the food control regulations.

BARON RHONDDA, who succeeded Viscount Devonport, resigned, as food controller of Britain, before 1916 was David A. Thomas, known as the British coal king.

PRIORITY and preferential shipments by rail and water during the war of those commodities upon which the safety of the nation depends may be directed by the President. The Senate passed this bill June 16 after a week's discussion.

THE SPANISH GOVERNMENT has ordered the seizure of a cargo of Argentine wheat on board the steamer Rosario. The cargo was consigned to Switzerland by way of Cette. The Spanish cabinet maintains it is entitled to take over the wheat to meet the needs of Spain.

BRITAIN'S NEW FOOD CONTROLLER, Baron Rhondda, has stated that he will check all speculation in the necessities of life and that he has been given ample powers to take over all food supplies of the country and to adopt strong measures should it be necessary to do so to stop speculation.

CHAFFED or chopped hay in Great Britain must now contain not less than 20% of chopped straw. Wheat straw must be used for no other purpose than the feeding of livestock and for thatching and no oat straw may be used for other purpose than feeding of livestock except at the order of the district purchasing officer.

GERMANY will this year confiscate the entire grain crop, leaving only from one-quarter to one-third to the farmers. Everything will be organized on military lines. Farmers will receive their maximum price plus the early threshing bonus of 1½ to 2 marks per zentner. Owing to the bad grain harvest of last year, this year's supplies will be short.

OAT AND MAIZE products retail prices in Britain have been revised by the food controller as follows: maximum price for maize flour, flakes, semolina, hominy, cerealine or meal, reduced from 8.12c per lb. to 7.10c. Oat meal, rolled oats, flaked oats, or other like products of oats will be 9.13c in Scotland and 9.15c per lb. in the United Kingdom, reduced from 11.16c per lb.

GREAT BRITAIN'S losses in cereal ships have been only 6%, according to Kennedy Jones, director of food economy. The outlook is now brighter because of the success of voluntary rationing and the great reduction in submarine losses, and it is indicated that there will be a supply of 12 weeks at the harvest time, provided the present imports are continued.

DEALERS in oats in the United Kingdom are prohibited from dealing in oats outside the kingdom without the permission of the food controller, except in cases of oats already bot for future shipment or already landed in the United Kingdom. All persons concerned were required before May 21 to furnish returns to the Sec'y of the Oats Control Com'ite, showing stocks of oats afloat, unshipped purchases, and the quantity sold or unsold in such case.

TO CARRY out the export embargo provisions of the espionage act recently passed by Congress plans were presented to Pres. Wilson June 18 by the department of State and Commerce. An export control board is to be formed of representatives of the State, War, Navy and Commerce Departments, the food dictator and other persons. Coal will be the first commodity to be regulated, and wheat next.

THE GOVERNMENT intends to protect farmers in marketing their crops, and prices will be guaranteed high enuf to stimulate production. President Wilson so asserted to spring wheat growers of the Northwest in an interview June 2. It is not the present intention to fix minimum prices, however, he stated, as it is the Government belief that production prices will remain high without putting this measure into effect.

ALAN G. ANDERSON, of the British Royal Commission, said recently at Chicago: The increase in the prices of food is natural. In the beginning, England consented to a nominal increase because conditions warranted it. But an increase for purposes of speculation was not tolerated. England is buying her wheat on futures. There is no other way to buy it. There are 100,000,000 people to be fed. One of the armies is consuming 40 per cent more bread to the average man than it did in normal times.

WHERE WILL ALLIES get wheat? Watch spring wheat. If crop is only an average, we will have no exportable surplus. Crop would be only 625 millions, our normal domestic wants. India and Australia are practically eliminated from the export field. They cannot secure boats. Can Canada and Argentina feed the allies next season? Argentina will have practically none to ship till January. That throws the burden almost entirely on Canada till 1918. Europe expects small crop. A big spring wheat crop in this country and Canada or a record corn crop are the only solutions outside of peace.—C. A. King & Co.

THE AGRICULTURAL OUTPUT in non-invaded sections of France has decreased during the past three years as follows: Wheat, 1915, 237,806,000 bus.; 1914, 282,691,000 bus.; 1913, 303,404,000 bus.; rye, 1915, 39,086,000 bus.; 1914, 44,814,000 bus.; 1913, 50,056,000 bus.; oats, 1915, 36,113,000 bus.; 1914, 46,136,000 bus.; 1913, 47,939,000 bus. Last year, 8,386,959 fewer acres were cultivated than in 1913, despite the law offering a premium of 20 frs. for every additional hectare of land planted to wheat. Only 733,000 tons of fertilizers were imported in 1915, against 1,778,000 tons in 1913.

A FOOD CONTROL PLAN has been drawn up by the War Emergency Workers National Com'ite of Great Britain, which provides for the purchase of all essential imported foodstuffs; the confiscation or controlling of all home-grown food products such as wheat, oats, barley, meat, potatoes and milk; retail marketing of all supplies so obtained and controlled, at prices which will secure the full benefit to the consumer of the government action, and the proportional sale on a family basis of the sale of any foodstuffs in which there is a shortage of supplies; and the sale of bread and flour for the period of the war at a price not exceeding 6d per quartern loaf, any loss so involved to be met as a portion of the general cost of the war.

MAXIMUM RETAIL prices in Great Britain have been fixed as follows: Maize flour, maize cakes and seminola, hominy, cerealine, or maize meal, not to exceed 4d (8.12c) per lb.; oatmeal, rolled oats or flaked oats, or other like products of oats, not to exceed 5½d. (11.16c) per lb., this price to include all charges for bags and other packages, and no additional charge may be added.

Unlawful Features of Embargo Permits to Be Eliminated.

In a decision June 21 by the Interstate Commerce Commission the justice of the complaint by the Baltimore Chamber of Commerce against partial embargoes is recognized. At the same time the Commission held it is "not inherently unreasonable or otherwise unlawful" for the railroads to refuse to accept grain at interior points for export unless steamship arrangements for its transportation have been made in advance.

The Commission found that while the railroads' methods were to an extent justified by the car shortage, the practice "unduly prefers the persons to whom permits are issued, because the use made of the permits is not adequately policed and safeguarded."

"Should the permit practice be maintained, the defendants should submit within 60 days for our approval rules which will eliminate the unlawful features of the present practice."

ARGUMENT was heard in the supreme court at St. Paul, Minn., June 11 in the suit by Jay Greer against the Equity Cooperative Exchange to recover the value of a car of wheat stolen from Wolstad Bros. of Cogswell, N. D., by means of a forged B/L. Greer represents the Great Northern Railroad Co.

SPECULATIVE HOLDINGS of grain will be investigated by the Philadelphia Commercial Exchange thru a com'ite composed of H. D. Irwin, George E. Omerly, George M. Warner, William M. Richardson, Horace Kolb, W. S. Woodward, John A. Tait, Albert Dando and Paul V. Pohl. The same com'ite will endeavor to eliminate congestion in the local grain movement.

Geo. C. Jaeger, Pittsburgh, Pa., President-elect Grain & Hay Exchange.

Chokes.

BY CAL.

In the same sense that the westerner refers to certain horses as "outlaws" we may apply the word to some grain firms (they are few, thank goodness), who do a legitimate business in one place and who, occasionally, when the movement is brisk, send a man to a distant station to operate a scoop shovel. They should know that it is distinctly unfair to both farmer and grain dealer, and it hardly seems possible that as a practice it can have returned them enough profit to justify its continuance.

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Far from feeling aggrieved, the grain dealer rejoices when one of his farmer patrons installs a wagon scale on his farm: Provided, however, the farmer has not allowed himself to be influenced by dishonest manufacturers to the extent of purchasing a cheap scale solely because it is low in price. If the scale is a reliable one the grain man will be glad to offer advice as to the care which it should receive.

Not the least element of care bestowed upon every wagon scale should be that of keeping the pit clean.

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More typewriters have been ruined by dirt than have been worn out in active service. Inasmuch as the grain office is a dirty place at best, it becomes advisable to purchase that style of machine which is easiest to clean. An occasional bath in gasoline will do any typewriter much good. Place the machine into a tub and pour several gallons of the liquid over it. Use a soft brush with a long, flexible handle to get at the interior parts. The platen should be removed before the work is begun, since the gasoline may contain enough oil to injure its rubber. After the operation the dirt should be allowed to settle in the bottom of the tub, when the gasoline may be poured off and used for ordinary purposes.

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To inventory the grain on hand is a rather difficult task unless one has made some preparation in advance of the time when the estimate is needed. While there's not much else to do this spring why not make that preparation? It is easy enough to figure the capacity of each bin from the top of hopper to the plate, and a safe way to get the capacity of the hopper is to fill it, level with the point where the straight wall begins, and to weigh the grain which is required to fill it. When the figures are all ready, make out a record something like this:

Bin No. 1—
8′x8′—28′ plate to hopper.
Hopper holds 232 bushels.
Each foot of square holds 50 bushels.

When it is known that the grain in bin No. 1 levels to within 8 feet of the top it is quite plain that there are 20 feet of grain above the hopper. Figuring it out thus, we have:

	Bus.
20 feet of grain, 50 Bus. to foot, =	1,000
Hopper holds	232
Grain in Bin No. 1	1,232

If a record of this sort is available for all bins it will be a pleasure to inventory the grain and a more careful check on the business will be possible.

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If your gasoline engine is one of the kind that requires a small amount of gasoline as a priming charge at the time of starting, get a can of the sort used as a container for a pound of ether or carbon disulphide in which to keep the supply needed for the purpose. The spout-like projection at the top of the can enables one to pour any desired quantity into the place where it is wanted. As a stopper for the opening a convenient substitute for an ordinary cork may be made as follows: Take an elevator bolt and fit a rubber gasket tightly around the shank near the flat head. When this is placed into the opening the rubber will set snugly on the metal of the can and it will be sealed as effectually as with any other stopper, yet it is an easy matter to withdraw the bolt, even though gloves are being worn at the time.

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One man who is compelled to store flour and sacked feed in a building which is not mouse-proof has hit upon a scheme which he says protects his merchandise from damage. A quantity of two-by-ten boards was secured, and on the side of each was nailed a strip of sheet iron which is about two inches wider than the board itself. The iron is nailed flush with one edge of the board, thus projecting two inches past the other side, and this projection is bent at a right angle to the board. Arrangement is then made for piling the sacks so that they may be surrounded with the tinned boards, which are placed upon edge with the iron side outward. Very few mice are able to get over the hurdle thus formed. It is necessary, of course, to make some provision for keeping the boards in the upright position when in place, and this man uses blocks, nailed to the floor, for that purpose. The boards may then be easily removed when a truck is to be used in the warehouse.

One field of activity which has received almost no attention from the country grain men would consist of an active and intelligent campaign to furnish the farmers with laboring men at the times when they are most needed. Let the farmers be informed of the intention to give this aid; and co-operate, wherever possible, with the federal and state agencies having charge of such work. Service of this kind will make for the greater benefit of all—the farmer, the laborer, and the dealer.

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An elevator operator was heard to remark that a set of battery cells of some "wet" type (exact type not known), into each of which a quantity of wheat had accidentally fallen, exhibited a much longer lease of life than the same kind of set, without the wheat, operating the same engine under similar conditions. No attempt was made to conduct an experiment, and data is not available for checking the results, but it is wondered if it may not be possible that there is some connection between the wheat and that extra length of life.

The Hiker.

At Minonk, Ill., B. M. Stoddard has developed a rather unique idea in rebuilding corn cribs by using ordinary woven wire field fence instead of lumber in forming the sides of a crib. The roof and gables of the crib, which is shown in the accompanying engraving are formed of galvanized sheet iron and a passage-way shaped like an inverted "V" runs the entire length of the crib, thus providing for the constant circulation of air. This circulation is further assisted by the woven wire siding, which furnishes plenty of openings. Rain and snow are excluded by the roof and solid gables.

In using a portable elevator to fill the ordinary crib it is necessary to move several times in order to load to full capacity, but at the Stoddard plant a single permanent setting of the "hiker" will fill the 20′x36′ crib which has 16′ posts and holds about 4,600 bus.

By using the woven wire siding and galvanized iron roofing material, together with a portable elevator installed as a "hiker" in the manner shown an old crib may be brought up to date at very slight cost.

At Chillicothe, Mo., Jno. T. Milbanks has a corn crib which embodies the "hiker" principle, with the additional feature of a driveway thru the middle of the crib, and with bins for the storage of either ear or shelled corn above the driveway. To reduce the labor cost still further and to make the crib of greater service, a conveyor tunnel has been built beneath the driveway floor and grain can be spouted to the conveyor from any portion of the crib. It may then be conveyed to the sheller in the basement of the main plant.

Mr. Milbanks has not used the woven wire siding material, the crib being built up in the usual manner to protect the grain from rain, sleet and snow.

B. M. Stoddard's Hiker at Minonk, Ill.

New Concrete Elevator at Fort Worth.

If one feels a desire for proof that the business of handling grain is steadily advancing, it is only necessary to look at the improvements which are being made in the facilities at the various terminal markets; and, however pessimistic the observer may be, this proof will then be supplied in abundance. Fort Worth, Texas, has long been recognized as one of the leading markets of the Southwest, and Fort Worth proposes to maintain this lead by preparing itself to serve the needs of its patrons. The market is served by several railroads, which radiate in all directions thru a vast grain territory that is each year increasing the volume of its production and consumption to an extent which is truly remarkable. Fort Worth is the logical center of accumulation and distribution for this territory and in order to care for the demands which are made upon it, several of the companies operating grain handling plants have recently made extensive improvements, while others have plans for such work under consideration.

Our illustration shows the new fireproof public storage elevator just completed for the Fort Worth Elevators Company, and in the background can be seen a portion of the old plant which it adjoins. The entire plant is of fireproof construction and storage capacity is provided for 1,250,000 bus., with provision for unloading from cars or wagons, sacking, grinding, weighing, cleaning, mixing and reloading. Grain can be handled either in sacks or in bulk.

The public storage elevator is composed of the head house and 14 cylindrical reinforced concrete tanks, arranged in rows of 7 each, each tank being 25′ in diameter by 100′ in height, with walls 7″ thick. The 7 interstice bins are sub-divided by partition walls, making a total of 28 bins in the storage plant. The head house is equipped with two long legs for turning and shipping grain, and two short legs for receiving from the old house. The legs are fitted with 20″ V-shaped Omaha buckets, spaced 12″ center to center.

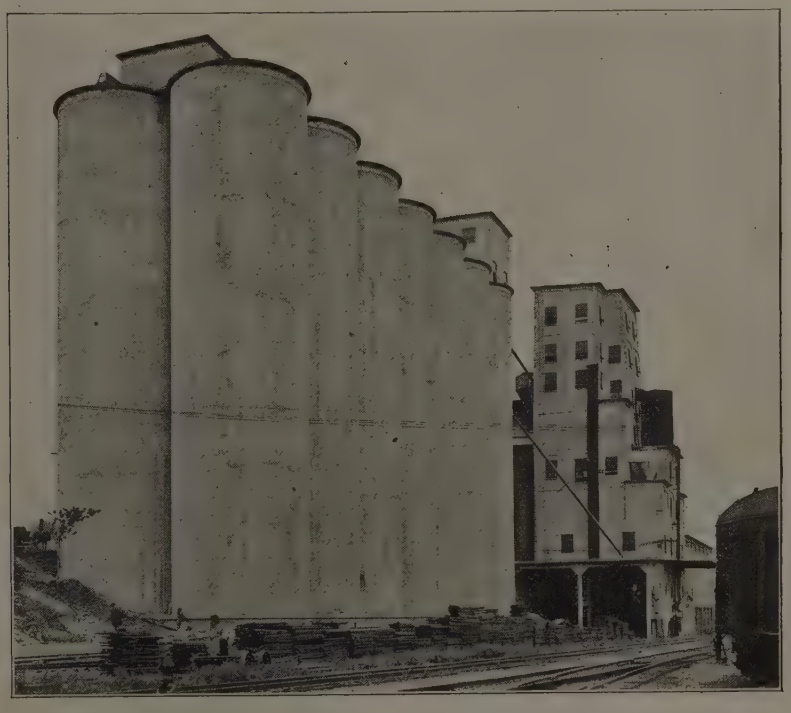
Grain is carried to the storage house by two 24″ Mohawk rubber belt conveyors, fitted with Weller Self-Propelling Trippers, installed in the gallery over the tanks; and similar equipment removes the grain from storage. Power is furnished by electric motors.

All bins are hoppered and fitted with spouts to deliver the grain in the direction the belt conveyors are moving, and for loading cars a bifurcated spout is provided. Roofs are of concrete, covered with felt, pitch and gravel.

Jule G. Smith is Pres.; John Schmidt, 1st Vice-Pres.; E. C. Branch, 2nd Vice-Pres.; W. P. Ingraham, Sec'y and Treas.; R. M. Kelso, Mgr.; E. E. Wyatt, Traffic Mgr.; and C. H. Pettijohn, Elvtr. Supt. of the Company, which has capital stock of $750,000.00 fully paid up and is a member of the Forth Worth Grain and Cotton Exchange.

A general grain and feed business is done, including public storage, consignments, grinding, and the handling of grain, grain products, stock foods, alfalfa meal, hay, field seeds, cotton seed and rice products. Grain sold or consigned to the company for export thru Galveston or other Gulf ports is fully insured against loss by wreck, tornadoes, cloud-bursts, or fires while in transit, or Gulf storms and flood waters while in cars at ports; shippers paying one-half of premiums for such insurance. Grain will be held in storage, cleaned, mixed, clipped or bagged for a reasonable fee.

SONNY was studying weights and measures. "Why is it," he asked Dad, "that the avoirdupois system, unlike the troy system, has no scruples?" "Because, my son," answered Dad, who is an elevator man, "it is used by scoop-shovelers who bid against legitimate grain men."



New Concrete Storage Tanks of Ft. Worth Elevators Co., Ft. Worth, Tex.

Hearings on Natural Shrinkage.

Minneapolis, July 9, Omaha July 10, and Chicago July 18 are the dates and places set by the Interstate Commerce Commission for the hearings in the United States Court Rooms by Examiner Wilson investigating the practices of railroads in adjusting claims for loss of and damage to shipments of grain in transit.

The parties interested are requested to submit information in regard to the following matters:

A. Volume and character of grain handled during the months of October, 1915, and October, 1916, and the extent to which claims were filed thereon.

B. Proportion of shippers filing claims during those months and the relation of claims filed to shipments made.

C. General information relating to the purchase, shipment and final delivery of grain, i. e., the manner of purchasing grain; handling thru the country elevator; loading for shipment; ascertaining weight loaded; transporting, delivery and weighing into bins at final terminal elevator or other industry, and a general description of the methods employed and records maintained. Particular consideration to be given to the various weights used in the purchase, shipment, and sale of grain; the relative reliability of publicly supervised, unsupervised, and estimated weights; the practice of estimating the quantity of grain loaded; the methods of determining the number of measured bushels loaded into car; and the methods of ascertaining the weight of grain per measured bushel.

D. Information concerning scales, i. e., the various kinds of scales used in the purchase, shipment and sale of grain; the reliability thereof; manner of installation; method of operation; necessity of supervision; frequency of tests; tendency to give varying results; necessity for tolerance, etc.

E. Causes resulting in the delivery of less weight of grain at destination than was loaded at point of origin, other than carrier's negligence or variation in scales, i. e., natural shrinkage of grain; leakage through or over grain doors; the taking of samples for inspection purposes; losses incident to handling; failure to unload all grain, etc.

F. Precautions taken to prevent loss; rules prohibiting excessive loading of cars; application of grain doors; coopering, lining and sealing cars; inspection of cars by shipper and carrier's agent; both before and after loading; inspection and repairing of cars enroute, etc.

G. Investigation and settlement of claims; period within which carriers require that claims be filed; method of recording claims; character of evidence and documents considered necessary to support claims; reliability of evidence submitted by claimant; factors determining the amount to be paid when claims are not settled in full; degree of promptness with which claims are paid, etc.

H. The character and adequacy of the inspection at destination upon which is based the certificates of the various boards of trade and grain exchanges, etc., relative to the condition of the car at time of delivery.

I. The relative merits of claims based on publicly supervised weights, unsupervised weights and estimated weights and the extent to which each of these various methods are used.

In paragraphs A and B, the months of October, 1915, and October, 1916, are named, but if desired, statements covering other periods may be submitted also.

THE ST. LOUIS MERCHANTS Exchange is receiving many letters from millers asking that unrestricted trading in wheat futures again be permitted. With cash wheat 60 cents over futures, the milling trade was badly handicapped by not being able to make purchases of futures.

GRAIN and other food products used in the manufacture of beer and whisky are to be conserved, and so high a tax will be placed on the liquors that their manufacture will be impracticable for the remainder of the war. The House tax of $2.20 per gallon on whisky and the tax on beer and malt beverages have not been changed by the Senate.

Right Relationship in Business

By V. E. BUTLER, Indianapolis

To start into business with a clearly defined purpose and to pursue that purpose with determination and intelligence, will insure ultimate success.

The paths of business are strewn with the remains of those who have failed to recognize the importance of this kind of a foundation upon which to build a business, therefore its history is replete with obituaries of those who entered business, knowing neither why they began or how to succeed, with no well defined purpose or ultimate end other than that of making money for themselves, regardless of the necessity of new investments or the need of a duplication of human effort in performing any given service.

In August, 1914, the book of history recording the thought of business relationship began a new chapter, which will record a thought that will revolutionize the business history of the world.

As I read the signs of the times, we are entering a period of co-partnership, where the spirit of co-operation must be developed to its highest efficiency. Have you ever stopped to think just what a co-partner is, or what it really means to co-operate? A co-partner is a joint partner in trade and to co-operate is to work and act together.

Have you ever looked back over the history of the relationship of man to man, even in the short period that has elapsed since the founding of our country?

In the early history of the contry, we had the periods of master and man; owner and slave, and later, individualism. Then employer and employe, and now, today, we are passing to a period of co-operating, co-partnership, working and acting together as joint partners in trade.

Events cast their shadows before, and we often speak of the logic of events, giving only a passing thought to the influence, the events of every day life have upon our future. As individuals, we are constantly changing our mode of life, and adopting new standards of living. These changes are so gradual that they are hardly noticeable, but look back ten or twenty years and compare the present with the past and note the startling difference and then, if you please, note how small and inconsequental were the events that changed the course of your thought and living habits. It is so in business and as a consequence, the standards of business have been gradually changed, until now, the events of the times are forcing upon us as business men, conditions that must necessarily change the trend of business thot into channels of more far reaching possibilities than ever before in the history of the world.

The issues seem to be clearly defined and it is my purpose to discuss with you some of these issues from the standpoint of the grain business as the business has so recently taken such a prominent place in the world's events.

Much has been said in regard to conditions that would prevail after the war and a theory has been advanced that a great commercial war would follow between the nations of the world and the United States. With this theory I do not agree, as I believe that a war of such magnitude as the present struggle, can not help but paralyze the industry of the world and a reconstruction of the business interests of the world must take place before there will be any struggle for commercial supremacy.

The struggle that looms large to me is one within our own country, against waste, extravagance, obsolete methods, class prejudice and economic ignorance, and it will not only be a struggle in this country but every country will have to solve the problems of outworn theories, of the waste of the human element; of the waste in distribution, of national and individual extravagance and the neglect of the farm.

The entry of this country into the war brings to us the issue much quicker than it would otherwise have come and we are now awake to the waste, extravagance and wornout methods in vogue in our business practices, and society is demanding that they be abolished.

This is not a new theory of business to the Grain Dealer, for the very nature of the business has been such that in order to make it successful, waste, extravagance and wornout methods have had to be eliminated.

There has been a constant and insistent demand by Grain Dealers for more simplified methods of conducting the business and the change of methods has been gradual, but always looking to the establishment of better standards. Many radical demands have been made, but sound judgment has prevailed and today we have a system that has reached a very high place in the business world. I know of no other business where there is that same degree of confidence as exists today between grain dealers. No other business of such magnitude is done by word of mouth or the nod of a head where there is so little dispute, in fact, the relationship between dealers has been developed to almost 100% efficiency. There is nothing the matter with the grain business as a business. Its troubles are with ourselves as individuals. We have developed the business only half way, and while we have been establishing a sound basis for trading among ourselves, we have neglected to establish the same basis of trading with the producers.

To illustrate my point, let me relate an incident that came to my attention in Illinois. The story is a personal experience, and not fiction. In my travels, I came to a town wherein lived a Grain Dealer that I had heard others speak of very highly. Before calling on him I looked over the business section of the town and in my walk I encountered a farmer, engaged him in conversation about crop prospects, etc., and finally I said, "Do you know Mr. ———, who is in the grain business here?"

He answered that he did, and I asked, "Do you do business with him? Do you consider him honest?"

This was his answer, "Yes, we all do business with him, but he always pays cash and we don't know how honest he is."

The point I am trying to get to you is this, notwithstanding the long years it had taken that dealer to establish a reputation among dealers, in his own community, his honesty of purpose in his own business was a minus quantity. His own personality was last and dollars talked. Now the sequel.

While visiting the grain dealer, in walked my farmer friend and asked the price of corn, of which he had 2000 bus. He was quoted a price of $1.50 per bushel and he told the dealer he would bring it in at once, but he was told that there were others who would have to be taken care of first and it all depended upon the car supply as to when his lot could be received. He demurred to this arrangement and said he wanted his moved at once. After considerable dickering, back and forth, the farmer finally said, "If you will take in my corn at once, I will sell it to you at $1.45 per bushel."

This being one of the most astonishing deals I ever came in contact with in the grain business, I was very much interested in the reply of the grain dealer. His reply verified his high standing among grain dealers, "John, I would like to handle your corn at $1.50, and if I could handle it at all, I would pay you that price, but the only way I could do so would be by putting you ahead of your neighbors and that would not be square with them, so the only thing you can do is to take your turn or sell at some future time."

The farmer replied, "Well, I declare, I supposed you grain men would do almost anything for a dollar." Then seeing me over by the stove, he said, I want to answer your question again. "I know he is honest."

Money will never talk again in the trades between that farmer and that grain dealer. The principle of co-operating, co-partnership-confidence has been established and this principle, together with the assumption of responsibilities of the business, will bring the right relationship in your business that will react to the benefit of all.

Within the past decade a new interpretation has been made in regard to the application of the principle of personal rights and powers and a death blow has been given to individualism and today it is dead as a mackerel. No one denies the right of individuals so long as they keep within the scope of the law, but society has proclaimed an unwritten law that business to be successful must assume and perform some service to those who give it a right to exist.

All business is interlocking and the success of any business depends upon the service it performs for those most closely related to it. This holds especially true with the country grain dealer, therefore dealers should be willing to assume the responsibility of effort to make the working conditions of those, whom they serve, better in order that they may get better results from their business. Some dealers have seen the situation and are making the effort to develop the spirit of co-partnership on the buying side of their business to as high a point of efficiency as they have developed the selling side.

The buying side of the grain business depends for its volume on the amount of production, and volume is the rock upon which the country grain business goes to pieces. To make clear to you the spirit of co-partnership on the buying end of your business, let me relate the story of a grain business in the State of Missouri, which drives home the point I am trying to make.

The responsibility of the country grain dealer to his community. Many years ago, a business was established by the rather of the present owner. At that time there was a large territory from which to draw business and the small surplus produced by the farmers made a large volume of business. As time went on the territory was cut down by the building of railroads and the establishment of other towns and finally when the business passed from father to son, there was not much to it but the name and what grain business there was, was gradually growing less. The son was at the point where he must decide the question of finding ways and means to go on in business, or make a business failure. He would not give up and admit he was unable to solve the problem so he set himself to analyzing the business and the community and through this study he began to see how he could use some of his spare time by creating a demand for products he could handle that would be of benefit to the community. He developed the idea and found other ways to further develop his business as time went on and found that as that public spirit developed within himself his business developed accordingly.

He became authority on the different products he offered for sale. His hobby was good seed and crop improvements and today he lives in one of the most productive communities of the state, employs four men in his plant the year through, and is enjoying an increasing business each year. He accepted the responsibility of his business and found a way to increase production, a way to utilize man power in both the grain business and on the farm, and has been the means of wiping out the waste, extravagance and worn out methods of his community.

Is the story of interest to you? Then listen to another of a business in an adjoining town and note the difference in the attitude of the two men. Here was a grain dealer, who had also been in business for almost as long as the other and in a country equally as good, doing business through an old tumble down elevator; an office without any equipment, with no system of bookkeeping; with no interest in good seed or crop improvement, who handled nothing but grain. He could not tell how much of that he handled in any given year. He cussed the country and everyone in it because there was no more grain to handle and when asked why he did not make an effort to interest producers in the county agent movement, answered, "That is not my business and I am not interested in it."

He may be in business for many years to come, but he has no right to be there and is a load on the community. He constitutes a waste and an extravagance by continuing to avoid the responsibilities that he owes to himself and his country.

These two men illustrate the extremes of those who are now engaged in the business. The one who has developed his business has shown the Right Relationship in Business; the other has no conception of it. One has taken those with whom he dealt into co-operating, co-partnership with profits accruing to all concerned, while the other continues to do business in the "good old way" and the community is "footing the bill." One has developed the buying side of his business to 100% efficiency and in the crisis that now confronts the country is prepared to do all that is demanded because he has been the prime factor in increasing production along intelligent lines with a definite purpose in view.

My plea to you as grain dealers is to bring the buying side of your business up to full 100% efficiency by bringing up pro-

duction on the farms to its full possibilities. You can be the dominating power in making the soil sweat under its load of production; you need it and the world needs it.

The distribution under present methods constitutes waste. Car shortage has been, and is yet, one of the most difficult problems that must be solved. A way must be found to get greater efficiency of box car service. It has been said that this service is only 60% efficient, which I believe is not far from the facts. Under any circumstances it should be possible to make this service 85% to 90% efficient, which would relieve the cost of distribution of 25 to 30% of its present overload. With improved methods in car service, the cost of handling the grain crops would be materially reduced, the revenue of the railroads increased, and in place of demands for increased rates, there would be a possible lowering of rates that can not now be expected under the obsolete methods in effect, regulating car distribution. The conditions are deplorable and aggravating, but you as shippers of grain can enter into partnership with the railroads and by co-operating with them, do much to relieve the situation.

A short time ago I visited at a station and when I got off the train I noticed four empties at the elevators and I remarked to the station agent, "Those cars look good. I wish I had a Kodak. I would take a picture of them as they are the only empties I have seen for many days."

He answered, "Yes, and they have been here two days and no effort has been made to load them." The dealer's reason for not loading was that he had waited for weeks for cars and now the railroad could await his pleasure for a while. It took one day to get cars from his station to the terminal market and by his attitude he was creating at least a 60% loss of efficiency. This is only the attitude of one dealer out of 20,000 in the country and illustrates the influence that this position might have if any great per cent of the 20,000 should adopt the same methods. The other great waste that I wish to call your attention to is the fire waste.

Fire Prevention, Fire Insurance and Business are so closely related that anything that effects one is bound to influence others and any effort in which you can participate, or any investment that you can make that will rid your premises of a fire hazard, is worthy of consideration.

Notwithstanding the hysteria passing over the country in regard to the burning of elevators, I do not believe it was a greater loss last year in proportion to the wealth involved, than it was the year before, nor do I believe it will be any greater this year than last, but in the present crisis of the world in regard to food stuffs, the burning of an elevator comes closer home to us, and the country elevator takes on an importance few have ever connected with it. The function of the country grain dealer has always been of the greatest importance to the country; but few have realized it. The country elevator is the Nation's Storehouse. A fire from any cause is a calamity. A careless fire is a crime.

For fifteen years the Grain Dealers' Fire Insurance Company and other mutual insurance companies have battled against the mistaken idea that the nation's food could be safely housed in any kind of a building.

Those of you who are policy-holders in the Grain Dealers know of our co-operation with you to prevent fire loss and through this co-operation the cost of insurance has been reduced 50 points. You also know of our keen interest in the general business conditions surrounding your business and the work we have done to better these conditions. I have been the medium through which the company has done this work and I have visited with grain men in every grain growing state, from Montana to Ohio and from Minnesota to Oklahoma, discussing the problems of the business in which we as a fire insurance company have been so closely related, accepting our responsibilities as a co-partner and co-operating with our policy-holders to bring better results in the grain business.

I have talked at the different conventions, upon almost every subject in connection with the grain business and have been in the employ of the government in order that a better understanding of the business might be had by government. All of this work has been national in its scope and all have received the benefit, if any, whether policyholder or not, altho we naturally are more particularly interested in those with whom we have business interest.

Mutual insurance is not a commodity for barter and sale for the reason that it is a co-partnership between its policyholders and is a business performed without profit, its cost depending upon the acts of its policyholders, therefore its administrative officers should be familiar with the personnel of its membership, in order to get the best results from its activities.

It has been conceded that the cost of insurance is about as low as it can be made on the physical hazards surrounding the country elevator and for that reason the Grain Dealers Company whose administrative officers are all practical grain men, have now turned to the personal element in the business, believing that the business practices of some grain dealers constitutes a fire hazard that can be overcome.

For almost three years we have made a study of the question and now we have determined to find out for ourselves just what influence certain business practices have upon the fire loss of our company, and their relation to failures in the business.

For this purpose, we have prepared a Personal Element report, covering some 26 questions pertaining to the business practices of grain dealers.

These questions will be put to our policyholders by our inspectors, who visit your plant once each year. These reports are to be confidential and will be used only for statistical purposes and the statistics are to be used only for the purpose of bringing home to the grain dealers, concrete information as to just what these practices mean to his business. This work has been started and I may say to you that thus far in our investigation along these lines, we have found in every instance where bad practices have prevailed, there we find failures have been many and the fire loss larger. I venture the prediction that Mutual Insurance Companies at least will say before a great period of time that such business conditions are not insurable.

We ask the hearty co-operation of all dealers in our effort to wipe out these bad practices in the business and thus save in part at least the immense loss of food products that are so essential to the people of the world, especially at this time.

Your business has to do with production, and if you are ever to bring the buying side of your business up to its full efficiency, you must pay more attention to the farm.

We as a people have been speeding up in the past 50 years in manufacturing, mining, transportation and government. Do you realize that in 1910 we paid five times more for manufacturing than we did in 1870; four times more for transportation and six times more for government in all of its divisions? We have been extending and broadening almost all of the natural resources of the country, but have overlooked the one of most importance; that is, the production from the soil. Do you realize that the quantity of farm lands under cultivation has not quite kept up with the increased population and that production only shows a very small increase, some writers claiming only 10% per acre in a period of 50 years? This does not compare favorably with the increase in other activities.

The government has placed a valuation of $6,000,000,000.00 on the production of 1916 that passes through the country elevators of this country, which shows the magnitude of the business you are engaged in. Population is increasing rapidly so that with the quantity of available farm lands decreasing and with crop productions only showing an increase of 10% per acre over a period of fifty years, the time is not far distant when population will pass production and we will cease to be a surplus producing country. Many years ago I heard Mr. James J. Hill of Minnesota say that he could see the time approaching when such conditions would prevail and I thought that I would never live long enough to see such a prediction come true and, therefore, it was of no concern to me, but today we have demands for more food products than we can supply and the question of production of food and food products and its marketing has become the great question of the hour.

There is no assurance that it will not become a greater question in the future, therefore you men in the grain business have the greatest opportunity in history to get into the same Right Relationship with the producer that you have with the consumer. Living conditions have changed, therefore business conditions must change. There is a parallel condition in the business of farming and the country grain business. The problems of one are the problems of the other. Wasted energy is the handicap of the farming industry and is also the handicap of the country grain dealer. Both industries need speeding up. That is the question to be solved in order that you get into the Right Relationship in your business.

A Lady Grain Dealer.

Miss Clyde Jackson, who operates a grain elevator at Petersburg, Ind., is perhaps the only woman in the state engaged in this branch of the grain business. She has made a success of it and enjoys a large trade.

Miss Jackson is a graduate of the high school at Petersburg, and her father being dead at the time, she was thrown upon her own resources and forced to make her own living. On April 23, 1903, Miss Jackson accepted a position as bookkeper with the Petersburg Milling & Grain Co. and three years after this she bought a block of stock in the company and was afterwards made secretary of the company. She was adapted to the business from the start and formed a great love for it.

In September, 1913, Miss Jackson severed her connection with the company and opened a grain elevator on the Evansville & Indianapolis Railroad at Petersburg that had been closed for two years. This was formerly known as the S. J. Haines Elevator, having four 2,500-bu. and one 1,000-bu. bins, equipped with car loader, corn sheller and 25-h. p. gasoline engine.

From the date of her opening of the elevator until the European war started in August of that year Miss Jackson bought many thousands of bushels of wheat. Since that time she has made large purchases of wheat, corn and oats and in connection with her elevator she conducts a flour and feed store. Miss Jackson says she enjoys the business very much and would not leave the grain business for any other. She says she is ready to admit that she has made a success of the work. Miss Jackson says it is a common thing for people to come to the elevator with grain to sell and inquire if "Mr. Jackson" is in. Miss Jackson is a good looking woman as shown by the engraving herewith and is brim full of business.

Miss Clyde Jackson, Petersburg, Ind.

Seeds

ATCHISON, KAN.—A seed cleaning plant will be erected by the Mangelsdorf Bros. Seed Co.

TOLEDO, O., June 16.—Clover acreage is smaller than last year. Weather recently has been favorable for growth.—C. A. King & Co.

WEST LIBERTY, IA., June 8.—Clover killed out, and none is left to cut for seed this fall. It looks like clover would be very high.—T. E. Fountain.

LEXINGTON, KY.—The building we contemplate erecting we expect to add to our present quarters, which we have outgrown.—C. S. Brent Seed Co.

SMITHFIELD, UTAH.—The Cache Valley Seed Co. has been incorporated by J. C. McCann, W. H. Smith and R. H. Smith. The capital stock is $25,000.

TWIN FALLS, IDA.—The Twin Falls Mill & Elvtr. Co. has taken over the business of the Idaho Seed Co. John W. Hardin will operate the elvtr. under the new management.

CRIMSON CLOVER SEED imported into the United States during May amounted to 429,277 lbs., making a total of 5,434,204 lbs. for the 11 months ending May 31, compared with 4,503,983 lbs. for the fiscal year 1916.

TIFFIN, O.—A 30-bin bulk handling elevator for clover seed is being built by the Reliance Construction Co. for Walter G. Trumpler. It will be operated by 3 electric motors and be equipped with 3 Clipper Cleaners, Constant Manlift and 9 elevator legs.

WATERLOO, NEB.—The J. C. Robinson Seed Co. has asked Senator Hitchcock to present to Sec'y of State Lansing the matter of filling an order for $45,000 worth of seeds for a Hamburg firm, to decide whether this would be improper trading with the enemy.

ST. LOUIS, MO.—James S. Hyde, pres. of the Hyde Seed Co., was arrested June 2, charged with having used the mails to defraud. It is alleged that he obtained $100,000 from Missouri farmers who ordered seeds, sending cash with their orders, but that few of the orders were filled.

THE REPRESENTATIVES of leading seed firms in conference with the Sec'y of Agriculture at Washington recently agreed to furnish with all lots of 10 pounds or over of seed sold after July 1 the name of the seedsman, kind of seed, percentage of germination and month of test, and country or locality of origin.

FILER, IDA.—The Filer Seed Co. is erecting a seed warehouse 80x80, two stories high, to have a storage capacity of 50,000 bus. The warehouse will be equipped with modern seed cleaning machinery. Wilfred Olsen is mgr. of the company, and he with the Vogeler Seed Co., of Salt Lake, are principal owners.

LINCOLN, NEB.—A carload of alfalfa seed was recently condemned here by State Food Com'isner Murschel, after it was refused by Ed. McGowan of Gibbon who purchased it from J. L. Maxon of Buffalo Gap. An attempt was made to sell it to other parties in the state but no purchaser was found. The seed was of poor quality and about 50% weed seed, according to tests of the seed analyst and was alfalfa screenings.

WASHINGTON, D. C.—The June 1 condition of field beans was 109, field peas, 99.9; and clover 96.6. The area of clover intended for hay is estimated to be 11.9 per cent lower than last year's and of alfalfa 3.1 per cent lower.—Buro of Crop Estimates, U. S. Dept. of Agriculture.

LINCOLN, NEB.—Seed requirements of next fall were discussed at a meeting here on June 14, of which Geo. Coupland, food conservation member of the state defense council was chairman, and delegates from the Omaha Grain Exchange and other important business interests of Nebraska attended. A com'ite of 7 or 8 men representing various interests was appointed by the chairman to take steps necessary to solve the seed problem.

From the Seed Trade.

ALPENA, MICH.—We are carrying over very little seed in our particular line, seed peas and beans in garden varieties only.—Rogers Bros.

POCOMOKE CITY, MD.—Seed is not grown in this section commercially and we have to buy everything in this line from the north and west.—Peninsula Produce Exchange.

SALT LAKE CITY, UTAH, June 18.—We anticipate the crop of alsike and medium red clover to be much less this season than last, due to the fact that many fields winter killed and considerable acreage was plowed up and seeded to grain crops. There is considerable timothy being carried over and from present indications think the crop will be fully as large as last year. The alfalfa fields are looking well and we expect a good harvest of seed. Most of last year's crop is cleaned up with the exception of some of the cheaper qualities, of which there are a number of cars still unsold. This is not a blue grass locality, none is produced here.—Vogeler Seed & Produce Co.

LOUISVILLE, KY., June 16.—The acreage of every variety of field seeds has been decreased by the heavy planting of grains. The grass crops have suffered in this section from the severe winter and unfavorable weather this spring, and we do not estimate over half of the 10-year average crop of blue grass, and the present prospects of orchard grass show it to be much shorter than usual. A fair stock of clover, timothy, orchard and blue grass is carried over, but believe this stock will come in very handy next fall and spring. Practically no alsike carried over. Big crops of millet and cow peas have been planted this season and high prices have not retarded demand to any extent. Blue grass will be stripped about the 18th and orchard grass will be cut in about 10 days.—Ross Seed Co.

NEW YORK, N. Y., June 21.—Letters received this week from France state that crimson clover was badly damaged and will be very small and late. Prices will be very high and believe only very little will be exported to the U. S. The southern demand is just starting, but believe on account of small stocks and high prices of crimson, they will have to use some of the other clovers. Vetch stocks in this country very small and we expect to see this seed sell at 20c per lb. soon unless some comes from Russia, which is very unlikely, on account of difficulty in obtaining permits and shipping room. Rape prices range from 10c to 12c per lb. and nominal quotations for new seed for shipment from Japan are around 7c per lb. for November shipment from the Orient. Reports from France indicate small crop and high prices for red clover, but a little nice weather this month may increase the crop.—Maxim Hershey Seed Co.

Seed Dealers Meet at Des Moines.

BY A. M. ELDRIDGE, SEC'Y.

The Iowa Seed Dealers Ass'n held its annual meeting June 12 at Des Moines, Ia., in the Chamber of Commerce, with headquarters at the Foster Hotel.

The meeting was called to order by the Pres. W. C. Grote of Council Bluffs, who suggested that the members all stand and join in singing America. Every one present entered into the spirit of the event and the whole building rang with the chords of this good old patriotic song. Reports were received from the various com'ites showing the Ass'n to be in a splendid condition.

The following officers were elected for the coming year. Pres. F. H. Page of Des Moines; vice pres., C. E. Atherton of Deep River, Ia.; sec'y re-elected, A. M. Eldridge, of Shenandoah, Ia.; treas. re-elected, Hon. J. T. Hamilton, Cedar Rapids.

There was a long discussion regarding the matter of exemption from military duty, of the people who were actually and actively engaged in the growing of seeds and a com'ite was appointed to take up this matter for the Ass'n. We do not ask that the selling end of the seed business be protected, that can be handled in some way, we want to help the Government in every way that we possibly can, but the expert growers and producers—those on whom we depend for our seed supply can do this important work so much more efficiently and better than it can otherwise be done that it seems in view of the great need for good reliable seed stock that this class can best serve their country by producing rather than by carrying a musket.

A. Weiss, of the Denison Seed Co., Denison, Ia., was accepted as a new member.

The afternoon was spent in talking over existing conditions, how we could best serve the public, and so forth. Prof. Hughes of Ames College gave a splendid talk on "Seed Purity and Laws Governing the Sale of Seeds." Prof. Redfern spoke of the seed business from the view point of the Iowa Food and Dairy Commission. Both were much appreciated.

Much credit is due the Chamber of Commerce for the splendid way in which we were taken care of. Geo. Hamilton of the Chamber of Commerce had his hands full and was abundantly equal to the occasion. The room was provided for our meeting and altho the Liberty Loan boosters were out in full force we did not interfere with each other and all were taken care of in good shape.

The annual banquet was held in the same building at six o'clock. The new President, Mr. Page, gave a short and spicy address. Mr. Hamilton of the Chamber of Commerce was called on, and emphasized the fact that Des Moines was a convention town and the seed dealers would be welcome again and again, individually or collectively. He spoke of the autos ready to take the seed dealers and their friends a ride over the city. The ride was a pleasant one, but was cut short by threatening weather.

Wednesday, the 13th, those who could do so went to Ames, Ia., to look over the college fields and grounds. The work in progress there is surely very com-

mendable. A whole chapter could be written about what we saw and heard. All were loud in their praises of this grand institution and proud that Iowa affords the best there is. It is not at all strange or startling that the fellows all spoke of it as our college, our building, our land, well why not? It is ours, although when I tried to pick out just which part was mine, just where my share was located I was brought to a halt by a remark from one of the crowd who said, "If I only had a family of twelve or fifteen I would send them all here." Its all for us, its all ours to use, enjoy, for the advancement and welfare of mankind.

So ends another day, another year in our history. Our problems and opportunities will be greater and we will be better prepared. This was one of the best meetings ever held by the Assn. The attendance was good although not large.

Among those who attended were: C. E. Atherton and wife of Deep River, Ia.; J. N. Albright, Des Moines, Ia.; B. L. Billings and wife of Marshalltown, Ia.; R. W. Baker of Crawfordsville, Ind.; E. M. Cole of Pella, Ia.; G. H. Cummings, Sioux City, Ia.; A. M. Eldridge, Shenandoah, Ia.; A. T. Erwin, Iowa State College, Ames, Ia.; T. F. Finnell, Shenandoah, Ia.; W. C. Grote, Council Bluffs, Ia.; Jas. Galloway, Waterloo, Ia.; Guy E. Graves, Charlton, Ia.; Prof. H. D. Hughes, Ames, Ia.; J. T. Hamilton, Cedar Rapids, Ia.; J. T. Hoffler, Nora Springs, Ia.; J. M. Jensen, Waterloo, Ia.; G. L. Kurtzweil and wife of Des Moines; M. Kurtzweil, Des Moines; O. Lorenz, Des Moines; E. T. Peirce and wife, Des Moines; F. H. Page, Des Moines; J. F. Sinn, Clarinda, Ia.; W. H. Talbott, Osceola, Ia.; and Albert Weiss, Denison, Ia.

Imported Seeds.

During the ten months from July 1, 1916, to April 30, 1917, the United States imported 24,540,562 lbs. of seeds, comprising: Alfalfa, 2,882,337 lbs.; awnless bluegrass, 1,442; Canada blue grass, 417,993; Kentucky blue grass, none; alsike clover, 4,278,900; crimson clover, 5,004,927; red clover, 5,309,461; white clover, 120,464; Hungarian millet, 287,787; broom corn, 391,740; mixtures, 141,069; orchard grass, 1,286,342; rape, 2,015,636; English rye grass, 1,513,955; Italian rye grass, 439,333; timothy, 1,507; hairy vetch, 223,869, and spring vetch, 23,800 lbs.; compared with 50,593,873 lbs., comprising alfalfa, 3,251,796; awnless blue grass 315; Canada blue grass, 698,300; Kentucky blue grass, 1,800; alsike, 1,113,464; crimson clover, 4,503,983; red clover, 32,500,000; white clover, 148,768; millet, 117,759; broomcorn, 1,101,556; mixtures, 33,297; orchard grass, 754,476; rape, 4,018,908; English rye grass, 1,510,440; Italian rye grass, 382,841; timothy, 118,737; hairy vetch, 67,683, and spring vetch, 61,613 lbs., during the 10 months prior to July 1, 1916.

C., B. & Q. in G. F. O. 7072-E gives the local freight tariff of Illinois distance rates on classes and commodities, effective July 1.

Ill. Cent. in A-8213 gives numerous revised pages showing rates, rules and regulations governing elevation of grain, effective July 1.

Alton in 1665-A gives joint and proportional rates on grain and grain products from stations in Illinois to New Orleans for export, effective July 1.

M. & St. L. in Sup. 35 to 1600-A quotes rates on grain, grain products and flaxseed between its stations in Ia., Minn. and S. D., also between its stations, effective July 15.

Annual Meeting American Seed Trade Ass'n.

The 35th annual convention of the American Seed Trade Ass'n was opened June 19 at the Pontchartrain Hotel, Detroit, Mich., by Pres. Kirby White calling upon Wilber Brotherton, who made an address of welcome. He recited at great length the wonderful growth of Detroit since the convention of the Ass'n was held in that city in 1908, and showed that this city was a center of the seed trade as well as the automobile industry.

The reports of the sec'y and treas. were presented and accepted.

J. C. Robinson, chairman, reported for the membership com'ite.

L. L. Olds reported on experiment station work. Responses had been received asking for recommendation of varieties of seed for their respective localities and measures for making improvement in varieties by seed breeding. The report was accepted.

Tuesday afternoon an address on "Voluntary Seed Control" was delivered by Geo. H. Clark, seed commissioner for the Dominion of Canada.

A resolution was adopted asking the Sec'y of the U. S. Dept. of Agriculture at Washington to extend to Canadian seedsmen the benefits of that Department's analyses of seeds, thus reciprocating similar services to American seedsmen by the Seed Control Department of Canada.

Dr. L. R. Jones, plant pathologist of the University of Wisconsin, Madison, Wis., in a paper on "Disease Resistance in Plants" said enormous loss is sustained annually by specific diseases of crops. The rust of wheat was responsible for over one-half the wheat shortage reported last year by the agricultural department.

In the Orient a disease attacks corn and may be brot to this country and seriously affect our corn crops, which up to the present time are free from any disease. The seed trade should be alive to the great danger and do all it can to prevent this disease getting a foothold here. Disease resistance of plants is given too little attention.

A vote of thanks for his instructive address was adopted.

J. C. Robinson again spoke of the new members, 25 applications having been received.

Adjourned for the evening reception.

The remaining days of the meeting were largely devoted to entertainment.

Entertainment.

Tuesday night the guests were received by Mr. and Mrs. Kirby White at the beautiful residence of Lem W. Bowen.

At 2 o'clock Wednesday a parade of 40 automobiles took the visitors on a 5-hour trip to the Ford Motor Works, the Packard plant, to Belle Isle and to the home of D. M. Ferry, where the party was received by Mrs. Ferry, Mr. Ferry being on war duty in Texas. Punch, coffee, sandwiches and cake were served.

Wednesday night all visitors went for a ride and informal dinner on the steamer Tashmoo. After an address by Dr. John Merle Coulter, professor of botany at the University of Chicago, a 40-piece orchestra entertained with Hawaiian selections. Dancing followed, the boat returning at 11:30.

Thursday the dealers went by trolley to the farm of D. M. Ferry, 25 miles from Detroit on the Flint Division, where they were met by a full orchestra and escorted through the grounds of the farm in automobiles.

Each visitor was given an individual basket containing an elaborate lunch. An old-fashioned well contained punch in old oaken buckets. Every seed dealer concluded that the afternoon's entertainment was the best of its kind ever attempted at any convention.

Among the exhibitors were Torsion Balance Co.; A. B. Morse; Hamilton Mfg. Co., and Brown Bag Filling Machine Co.

NEW ZEALAND has placed an embargo on exports of wheat and flour on account of poor crop.

M. H. HOUSER, the Pacific Coast member of the Com'ite of Grain Exchanges in Aid of National Defense, has gone to Washington.

A CAR of No. 3 mixed corn sold June 14 at Chicago at $1.71 per bushel, the sum, $4,075, for the 2,510 bus. being the largest ever paid for a car of corn.

IN ORDER that millers may be relieved from the suspense of the present situation, A. P. Husband, sec'y of the Millers National Federation, is urging members to work for the passage of the food control bill.

RE-THRESHING OLD WHEAT strawstacks to obtain the grain missed in the first threshing, is being carried on in Nebraska, and from some stacks 2 years old farmers are getting from 100 to 200 bus. of No. 2 wheat.

Death of David Unger.

The many friends of Dave Unger missed him from the recent gathering of the Indiana Association, of which he had long been a loyal member. David Unger was born in 1855 and for many years operated elevators at Russiaville and Forest, Ind., in partnership with A. E. Betts.

Upon the dissolution of this firm, Mr. Unger took the Russiaville house and started the firm of David Unger & Son, continuing to do a grain business at that point and under that style up to the time of his death, which occurred at his home in Frankfort, June 19th.

Twenty-eight of the grain dealers living in Frankfort purchased a handsome floral tribute to his memory and a large delegation visited his home. For some time Mr. Unger had been ailing, but had been up and around as usual. The day of his death he lay down for a nap after dinner but never awoke.

David Unger, Frankfort, Ind., Deceased.

Feedstuffs

WAUKEGAN, ILL.—The Blatchford Calf Meal Co. has succeeded the Blatchford Calf Meal Factory.

PINE BLUFF, ARK.—We will do some enlarging to make corn flour.—Elmo Marsh, pres. Marco Mills.

CHICAGO, ILL.—David Badenoch, formerly of J. J. Badenoch & Co., has gone with the Park & Pollard Co.

ST. JOSEPH, MO.—We are erecting buildings to double our capacity.—F. M. Spees, of Excello Feed Milling Co.

D. H. OWEN, formerly of Youngstown, O., is now in charge of the feed department of J. J. Badenoch & Co., Chicago.

A PURCHASING ORGANIZATION for cattle feed in large quantities for members, is proposed by the New England Milk Producers Ass'n.

CLEVELAND, O.—We contemplate increasing our capacity in turning out our buttermilk starting food for chicks.—A. B. Conkey of G. E. Conkey Co.

THE BIG FOUR MILLING CO., Cincinnati, O., has registered the word Fourota as trademark No. 98,896 for horse, mule, poultry and sheep food.

THE SHOEMAKER CO., of Oakwood, N. Y., has registered trademarks, Nos. 98,224, 98,225 and 98,223 on alfalfa and horsefeed, using in each a combination of the letters SH-CO.

SIOUX CITY, IA.—We are adding machinery to triple our grinding capacity, adding a top story to mill to move office on top, expending $5,000 to $10,000 in improvements.—H. W. Milligan of C. J. Milligan Co.

LAS ANIMAS, COLO.—An alfalfa meal mill will be erected at Melina Station on the Santa Fe by a company organized here, of which W. A. Colt is pres., John McIntosh, Alex Scott, Chas. Thomas and Frank Kreybill, directors.

PITTSBURGH, PA.—We contemplate erecting at Pittsburgh a second plant to manufacture the palm oil middlings we make at our plant at Petersburg, Va. We are oversold.—L. C. Newsome, sec'y treas. Newsome Feed & Grain Co.

HARTMAN, COLO., June 15.—First cutting of alfalfa will cut 60 per cent of last year; and it is 3 weeks late. We are building an alfalfa meal mill at Abilene and Hagerman, N. M.—F. M. Wilson, vice pres. and gen. mgr. Denver Alfalfa Milling & Products Co.

THE GOVERNMENT has seized and condemned 20 sacks of oats at Leesville, S. C., shipped by the Tennessee Grain Co., Nashville, Tenn., for alleged admixture of wheat, weed seeds and chaff. At St. Bernard, O., the government seized 580 sacks of cotton seed meal shipped by the Buckeye Cotton Oil Co., Louisville, Ky., alleging that the protein content was less than the 38.62% stated on the labels.

EDUCATIONAL BULLETIN No. 3 "Prove Patriotism by Producing Poultry", and No. 4 "What Chemistry Teaches about Feeds for Animals" have just been issued by the American Feed Manufacturers Ass'n, and condense into a small space of a few pages more valuable information than feed users can obtain elsewhere, and have been prepared by Professor Frederick D. Fuller. These leaflets are a credit to the Ass'n's new scientific educational department.

Feed Manufacturers Meet.

The 9th annual meeting of the American Feed Manufacturers Ass'n was called to order in the La Salle Hotel at Chicago June 14 by Pres. S. T. Edwards, who said in part:

President's Address.

We are gathered together for our ninth annual meeting at a time when the greatest national problems this country has ever faced are paramount subjects on the lips of every citizen. The final decision of the world's war depends on the successful management of the four greatest problems, feed, food, funds and fight.

The members of the American Feed Manufacturers' Ass'n, banded together as we are, are, I believe, especially fitted to successfully manage the feed problem. Our average daily output of 50,000,000 lbs. of manufactured feeds, made largely from the by-products of grain prepared for human food, and of many other materials, balanced by scientific study and actual tests, surpasses, I believe, all records in this or any other country for conservation.

Conservation may be a new word to the public but not to this organization. For example oats have long been considered the best feed obtainable for horses. Every horseman knows, however, that much of the ration is wasted, a goodly portion of the oats passing through the animal undigested. Years ago one of our members devised the simple plan of rolling or crushing oats and barley to feed with cracked corn. The variety is pleasing and the crushing process aids digestion to the extent that a saving in weight of 20% is effected. This discovery shows an annual saving in actual weight of grain conserved of 900 lbs. per horse. The feeding of 50,000 horses by this method, figuring 45 lbs. per bushel average, would save one million bushels of grain per year.

Breweries and distilleries, in normal times, consume approximately 100,000,000 bu. of grain annually, about ⅔ barley and ⅓ corn. Out of this quantity of grain used in the manufacture of stimulants, there remains about 30% of by-products in the form of brewers' and distillers' grains and malt sprouts, approximately 750,000 tons. The protein and fat are not used in the distilling process so that the by-product contains practically all the protein and fat originally in the whole grain. The average cost of the by-product on the open market (or included in mixed feed) has been about ⅔ the cost of the grains from which they result.

An average increase in milk of 5 lbs. per day may be secured by substituting even 3 lbs. of the product for 3 lbs. of straight grain at a feeding. We need all the milk we can produce—we are short six million cows in the United States. Should the nation decide to close the distilleries and breweries, or even the distilleries, it is our duty to prepare to meet this shortage in the by-products of these industries by the development of some other by-product. I have already requested our ass'n chemists, the Miner Laboratories of Chicago, to prepare as soon as possible, recommendations for new feeds, whereby the distilleries and breweries of the country may be put to some other use than the manufacture of alcoholic liquors, whereby by-products may be secured. Mr. Miner has already reported one process, in the manufacture of human food, that can be made in these plants that will produce a by-product similar to the one secured in the manufacture of distilled liquors. If this is feasible it will be a wonderful benefit to the owners of the plants, to the manufactured feed industry, and to the dairy farmer.

Crate Fattening, has grown rapidly. Four or five carefully mixed and finely ground feeds are being made, especially to be fed with buttermilk, which will increase a fowl one-third its original weight in 14 days, whiten the meat and make it tender. A new patented process has been recently discovered for the drying of fresh buttermilk so cheaply that it is being mixed in feeds for poultry, hogs and calves with excellent success.

There appears to be no stopping in the development of by-products previously considered of no value. If the public could fully understand, without prejudice, the feeds that have been developed, that are good, made from such articles as refuse molasses, clipped oat by-product and weed seeds, containing 10 to 16% protein, they would see the great importance of this industry. Weed seeds have been fought by the farmer for years. Now the use of them, finely ground, in manufactured feeds, has recovered millions of dollars of food value formerly lost. I believe the day will come when the harvesting of certain weed seeds will be an important factor on the farm.

Uniform, state feeding stuffs laws are the primary object of this organization. There has been a mistaken prejudice against the use of by-products, and well intentioned but poorly advised statesmen have, as you know, legislated against their use. They have kept us busy. How successful we have been in educating the law makers and consumers is a subject quite well known to you all, but the summary will be of interest. Several states, during the past year, have made changes in their feeding stuff laws, or have tried to, like Michigan and Florida. The laws introduced in these two states, if passed, would eliminate the sale in those states of thousands of tons of manufactured feeds of good feeding value. These bills evidently were introduced by senators or representatives who condemned some of the by-products in our feeds without knowing their real value.

Your officers, working jointly with the Ass'n of Feed Control Officials, have been able to effect the passage of the uniform law adopted and approved by the joint ass'ns in three states this year. The most notable victory in our history was the passage in Missouri and Wyoming, of the uniform law complete without the revenue provision. This makes eighteen states which have seen the wisdom of our efforts for uniformity. Every manufacturer in the United States should appreciate the efforts of our Ass'n and join with us. The feeding stuff laws have come to stay—they are a benefit to the honest manufacturer, and a protection to the consumer. Too much praise cannot be given to the food commissioners and especially to the federal officers in the Agricultural Department, for their hearty co-operation with our Ass'n in establishing the laws above referred to, and the definitions of feeds, which has been one of the important factors in the proper registration of our feeds.

Our Ass'n has never failed to advance year by year in benefits to our members. This last year, we have added to our force a Scientific Educational Department, in charge of Frederick D. Fuller, whom all of you know, and who has had much experience in the Agricultural Department at Washington as well as some of the leading states. This department has already published several bulletins of great value to the trade as well as the public. Every member is earnestly requested to give his support to this department and assist in the distribution of bulletins.

G. A. Chapman, Chicago, Ill., chairman of the Executive Com'ite, reported: The meetings of the Executive Com'ite have been fully attended, many having traveled hundreds of miles at some personal sacrifice, to be present.

We have been told that the winning of the war will depend upon the foodstuffs furnished by the country. The feed manufacturer is transforming foods that can not be consumed by man into food for man thru the medium of animals.

It is not many years ago that bran was wasted. Molasses was absolutely wasted. When we think of the advent of alfalfa meal, making it possible to reduce the consumption of corn and oats by thousands of tons annually, we see the advantage of bending all our energies to putting every pound of material into form to feed animals.

Dairymen show an alarming tendency to kill off their cattle. In New York state they are raising 25 per cent fewer calves than normal. The French government will buy 1,000,000 cows here when peace is declared.

The city politicians are too much interested in the consumer to help the farmer get more money for milk. The great danger of sacrificing our herds is shown by the infant mortality. For lack of milk 9 out of 10 babies in France die, and in Serbia no child under 2 years of age is living. I would like to see this Ass'n do something to promote the dairy industry.

L. F. Brown, sec'y, of Milwaukee, Wis., reported: During the year sheets were forwarded correcting the list of feedstuffs laws for Louisiana, New York and Virginia. New sheets will be sent out as soon as the legislatures adjourn. Forty-two states have held legislative sessions during the year.

Arkansas amended the law to reduce the fee from 25 to 20c per ton.

Kansas amended its law to provide for standard weight of 100 lbs. per sack net.

Massachusetts amended its law to provide that registration shall expire with the calendar year instead of on Sept. 1.

The Michigan bill prohibiting the use of oat products failed to pass.

Missouri enacted the bill effective June 18

In New York the enactment of the drastic Wicks bill became impossible; but a substitute with the teeth extracted has been passed and signed by the governor. Our Ass'n protested against the long delay in forwarding results of analysis by the state experiment station, and this work has been transferred to the Commissioner of Agriculture.

North Carolina enacted a law refining the different grades of cotton seed meal.

A growing sentiment is developing from Iowa to the Atlantic against the use of the deadlock fastener on sacks.

Wyoming enacted the uniform law with revenue feature eliminated.

R. W. Chapin, of Chicago, Ill., was appointed to present a memorial to the government showing how the American Feed Manufacturers Ass'n can be of the greatest possible service.

During the year 18 members have withdrawn and 24 have joined, making a net gain of 6 and a total of 158. We should have 250 members to meet running expenses.

The treasurer's report of W. R. Anderson, Milwaukee, Wis., was read, showing collections and deposits to May 31 to have been $8,787.57, and with the $526.89 balance a year ago, making a total of $9,314.46. The balance in the bank is $23.39, with a good balance in the treasury.

Pres. Edwards appointed Wilson, Haywood and Anderson a nominating com'ite; and Chapman, Atwood and Meader the auditing com'ite.

Thursday afternoon Prof. G. I. Christie, of Lafayette, Ind., state food director of Indiana, made an appeal for aid in keeping stock on the farm.

S. K. Johnson, of Columbus, O., pres. of the Ass'n of Feed Control Officials of the United States, criticised the policy of the British food controller in requiring the people to eat whole wheat bread, as it shot the price of bran to $85 per ton, so that English farmers found it more profitable to feed the wheat to cattle than to buy bran.

R. D. Cooper, Little Falls, N. Y., Commissioner of Seed and Live Stock: There are 25 per cent fewer heifer calves being raised in New York state than last year. In one county alone the farmers owe the dealers over $1,000,000 in feed bills that they are unable to pay on account of the low price of milk.

Mr. Chapman: I move the chair appoint a com'ite to circulate a paper asking contributions to a big fund raised with the idea of participating in a campaign to give the dairymen a price for his products that will enable him to maintain and increase his herds.

Pres. Edwards appointed the following com'ite to raise a fund and advise with the executive com'ite as to the manner of its expenditure: G. A. Chapman, H. G. Atwood, A. C. Palmer, R. P. Walden, C. A. Krause, H. G. Heydrick, and F. M. Wilson.

The nominating com'ite presented its report and the Ass'n went into executive session, adopting the report as follows, with slight change:

Pres. Sherman T. Edwards, first v.p., H. A. Abbott, Chicago; 2d v.p., Chas. A. Krause, Milwaukee; 3d v.p., W. H. Danforth, St. Louis; treas., W. R. Anderson, Milwaukee; directors, J. C. Reid, St. Louis; J. W. Anderson, Kansas City; R. F. Deibel, E. St. Louis, Ill.; W. H. Danforth, D. B. Fraser, Buffalo; H. C. Joehnk, Lyons, Ia.; F. J. Ludwig, Boston, Mass.; J. T. Morgan, Memphis, Tenn.; W. A. Reynolds, Charlotte, N. C.; F. R. Slauson, New York; C. U. Snyder, Chicago; R. P. Walden, New York; H. Wehman, Minneapolis, Minn.; Otto Weiss, Wichita, Kan.; F. M. Wilson, Hartman, Colo.; Executive Com'ite: Chapman, Abbott, Atwood, Chapin, O. E. M. Keller, Chicago; and F. A. McLellan, Buffalo.

Friday morning the sec'y read a letter from the Department of Commerce urging that cars should be loaded heavier, but after some discussion it was decided that it was impracticable to load cars with more than the buyers ordered. The maximum capacity of the cars will be utilized whenever possible.

A wider circulation of the bulletins prepared by the scientific department was urged by Chas. A. Krause of Milwaukee, who suggested a doubling of the dues of the Ass'n for this purpose. At present 28,500 copies of these bulletins are being distributed to colleges, experiment stations, professors, county agents and to agents of the feed manufacturers. It was decided that the Executive com'ite devise a plan for the raising of this fund.

The trade acceptance method of financing sales was explained by Mr. Washburn of the Chicago Federal Reserve Bank.

Friday afternoon Professor E. V. McCollum of the University of Wisconsin made an address on "What Shall We Eat During the War," referring to animals and human beings, showing that some feeds commonly valued highly are deficient in elements indispensable to the growth and health of farm stock.

Professor Hugh G. Van Pelt of Waterloo, Ia., advocated greater publicity of the use of mixed feed on the farm, to combat the notion that the sale of grain off the farm meant decreased fertility, a fertility that could be more than made good by the purchase of manufactured feeds in balanced rations having as great a manurial value.

Adjourned for the banquet.

The Banquet.

At the Ass'n banquet Friday evening 200 guests sat at 20 tables in the main dining room of the hotel exclusively reserved for the feed manufacturers by C. U. Snyder, host.

Nearly thirty ladies graced the occasion, one or more at every table.

The menu was good, but was eclipsed in interest by the uninterrupted 4 hours' run of vaudeville entertainment, male and female quartets and instrumental music. Yong Ching Chang, the Chinese ambassador, jugglers, magicians and barefoot dancers.

The patriotic song "Marching to Victory," by John J. Ferguson, a member of the Ass'n, was sold to the diners at 25 cents per copy and netted $87.60, to be divided between the American Red Cross and the Canadian relief societies.

The Saturday morning session, which was to have followed the banquet was abandoned, the business having been completed the day before.

Order Fertilizers Now.

For use this fall fertilizers must reach the farmer in time; and they will not reach him unless they are ordered and shipped in time, as cars will be lacking. Dealers should get the co-operation of farmers in promising to haul away the fertilizer promptly on arrival of car, and persuade them to place their orders early.

Every available ton of fertilizer is needed to help increase our next year's food supply. Yields must not be cut down thru carelessness or delay in ordering. It will be practically impossible for the railroads this fall to move the fertilizer tonnage in the six or eight weeks' period just before wheat and grass seeding begins.

WE THINK the Journal absolutely indispensable in our line of business.—J. C. Lutes Grain Co.

EVERY TIME a progressive grain dealer sends any information regarding mechanical improvements to a machinery list, he weakens the cause of the legitimate trade journals which are working to improve his trade conditions.

KIRKWOOD, O.—For failure to deliver 114,200 lbs. balance on a contract for 175 tons of digestive tankage, the Kirkwood Grain Co. has filed suit for $1,576.63 damages against the Chicago Feed & Fertilizer Co. The claim is that five cars were delivered, but on Apr. 21, 1917, the defendant notified plaintiff that it would ship another car, but failed to do so. Later 28,500 lbs. were received. The suit is for the balance.

GREENVILLE, ALA.—We manufacture velvet bean meal and mixed feeds, and are wholesale grain dealers. Our capacity is 100,000 lbs. per 24 hrs. Officers of the company are W. C. Coker, pres.; R. O. Winkler, sec'y-treas.; Sanford Sowell, sup't and mgr. Velvet beans are a new feed, but are rapidly taking the place of cottonseed meal and shorts and are considered one of the finest legumes known.—Butler County Feed & Milling Co.

COL. H. B. TRASKER, who will supervise flour purchases for the Royal Food Commission, has established his headquarters with the Wheat Export Co., Inc., the company handling all grain purchases for the British government. Col. Trasker has declared that the commission will always be open to entertain firm offers of not less than 8,000 140-lb. bags of flour if the price is reasonable. Altho the flour must be the product of wheat only, it need not necessarily be of one grade only.

STARCH-HOLDING TISSUES of typical trees make up from one-fifth to more than one-fourth of the total volume of the wood, according to G. Haberlandt, of the Royal Prussian Scientific Academy, the reserve stores of starch and fat being highest in autumn and winter. He concludes that the finely ground substance of the growing wood from certain trees could be combined with flour in bread-making, providing some method of treating the cellulose could be found which should make the nutrients it surrounds accessible to the digestive juices.

Grain Carriers

THE PER DIEM has been reduced from 75 to 60 cents.

THE CAR shortage was reported June 20 to have been 105,127 on June 1, against 148,627 on May 1, a gratifying improvement.

A RULING on the 15 per cent increase in freight rates is expected to be reached by the Interstate Commerce Com'isn by June 28.

INDIANOLA, ILL.—E. W. Block recently purchased some grain cars in St. Louis to be used for the shipment of grain from the Block elevator.

THE W. GRANT MORDEN recently unloaded 750,000 bus. of oats at Port Colborne, the biggest cargo of grain ever taken down the Great Lakes.

INTERSTATE COMMERCE Commissioner Judson C. Clements died June 18. He was 60 years of age and had served 5 terms in Congress from Georgia.

PIPER CITY, ILL.—The Montelius Grain Co. has added three and A. W. Wrede two grain cars to their equipment, making 13 grain cars now running regularly from this station.

HOKE SMITH of Georgia is urging the Senate to buy $100,000,000 worth of freight cars; and the pres. of one railroad company has written Mr. Smith suggesting a loan of government credit to enable the roads to buy 200,000 cars.

THE DECISION upholding trunk line railroad rates on grain products from Chicago to Buffalo and New York for export, which was protested by the Chicago Board of Trade, was reopened June 12 by the Interstate Commerce Commission to receive further testimony.

THE LINDSAY COMMISSION CO., of Missoula, Mont., recently was awarded reparation by the Interstate Commerce Commission on account of unreasonable rates charged by the Northern Pacific on beans from Kendrick and Troy, Idaho, to Missoula, Butte and Helena.

REPARATION was awarded the Edwards & Loomis Co. by the Interstate Commerce Commission from the P. C. C. & St. L. for charging 2c per 100 more on poultry feed than on live stock feed from Chicago to Indianapolis and Ohio River crossings. Three members of the Commission gave a dissenting opinion.

THE RIGHT TO INSPECT shipments of alfalfa hay and meal at St. Louis on shipments consigned "Shipper's order" without the surrender of the b/l, has been denied by some of the railroads of that city, but investigation has shown that they are protected in allowing the inspection without the surrender of the b/l, and thru the action of Chas. Rippin of the Merchants Exchange, the railroads have rescinded their order.

A GREAT FLEET of barges for use on the Mississippi, Missouri, and Ohio rivers for hauling grain has been proposed by Chairman Denman of the Shipping Board, and Fairfax Harrison, chairman of the National Defense Com'ite of the American Railway Ass'n, and they have laid definite plans before the President. This is one of the methods proposed for relieving railroad congestion and car shortage.

A SHIPPER may order car of capacity not owned by the carrier and the carrier either must borrow a car of the capacity ordered or furnish a larger one without raising the minimum weight, is the decision by the Interstate Commerce Commission in the claim by Wm. Ritchie against the Wabash. Ritchie loaded 70,170 lbs. wheat at Wilcox, Mo., into an 80,000 car which he had ordered, having been misled by the agent into believing he had to order the larger car as the Wabash had none between 60,000 and 80,000.

REPORTS received by the railroad war board are that there is little car shortage affecting grain movement. The board's subcommittee on car service has been endeavoring to relieve the grain transportation situation. To learn what this committee had accomplished and at the same time gather information for guidance in the board's plans to handle the 1917 crop, inquiries were addressed recently to the grain carrying roads. A summary of the replies, the statement says, shows that the old grain can be moved before the new crop is ready and that few country elevators are full.

THE JOURNAL is O. K. and I could not be without it as long as I stay in the grain business.—P. O. Johnson, Sawyer, Nebr.

All elevators should be well painted to keep the usual stray flocks of chickens and pigeons from picking the grain out of the wood.

Well-Equipped Ohio Elevator.

The new plant of the Haskins Farmers Grain Co., at Haskins, O., which is illustrated herewith, has a separate office where the weighing is done by the bookkeeper. Another convenience to the bookkeeper, giving a positive check on the business, is the connection of the storeroom to the office.

A novelty is the cement concrete cob house 20 feet in diameter and 24 ft. high. Power is furnished by that old reliable, the steam engine.

The house is 30x36 ft., and 81 ft. high, with a capacity of 36,000 bus., and it is now nearly full of grain for lack of cars in which to ship. Of the three dumps two are used for corn and the third for oats, each dump holding 250 bus. All of the 9 bins can be reached direct from the cleaner or from the elevator heads. The elevator belts have 15-inch buckets on the two legs used to elevate the grain and 14-inch buckets on the leg used for loading.

The machinery includes a Western Cleaner, a Sidney Sheller and 10-bu. Richardson Automatic Scale. The plant was erected by the Burrell Engineering & Construction Co.

Elevator Observations.

BY TRAVELER.

PIGEONS ARE BIRDS about which the writer knows but little, but it seems that they have been permitted to add unnecessarily to the fire hazard at the Kansas Flour Mills Co.'s elevator at Kingsmill, Tex. They have been provided with nesting boxes on the engine roof, there being several of them, each placed close to the elevator wall. There is not much room for conjecture as to what will happen if a hot locomotive spark finds lodgment in the straw and sticks which form their nests.

REVOLVING FLY WHEELS of a gasoline engine will not respect the life and limb of one who may get in their way while they are doing their work. Every precaution should be taken to guarantee that the danger from this source will be reduced to the minimum, but this has not been done in the plant of the Shamrock Mill & Elvtr. Co. at Shamrock, Tex., where the engine room is entered through a doorway from the work room of the elevator. In order to gain the advantages of a direct drive the engine was set several feet below the level of the work room floor and a very steep stairway furnishes the means for descending to the engine room floor. The arrangement is such that if a workman should trip and fall from the stair he would be quite certain to alight on the fly wheels of the engine. If these should be moving at their regular high speed death to the luckless workman would be the inevitable result.

This plant has a driveway which is rather novel, in that it is covered by a mere shed roof, both ends and the side opposite the building being open to the elements. To leave grain in the dump sink during a rain storm would mean to damage it greatly, and because of the plan used in building the dump a great deal of valuable storage space is wholly wasted. Storage room below the surface of the ground can be constructed much more cheaply than that which is made available by the size and arrangement of the bins in the superstructure. For that reason the builder should study to use every posible cubic foot of excavated space.

JOSEPH'S COAT—perhaps it were more appropriate to say "the elevator's coat" in this instance, but something was needed to give the idea of unusualness, for the sight is uncommon, to say the least. At Fowler, Kan., the elevator of the Kansas Flour Mills Company's plant was once painted the familiar red, but the railroad track makes a decided curve just west of town and the engineer of a train approaching from that direction was

The Haskins Grain Co.'s Elevator at Haskins, Ohio.

unable to see the semaphore's signal arms against the dark background of the red elevator. The Rock Island painted one side of the house white to remedy the condition, leaving the remainder of the building as it was. It now presents that too-often-seen-appearance of something being started but never finished.

CONTINUING with the idea of incompleteness which is mentioned in the foregoing paragraph, it may be said that this is not the only place where one is forced to form the same opinion. No specific instance will be given, but it seems to have been the plan in building most elevators to use glass window panes as a means through which light might enter the house without the consequent inconvenience and danger which would attend an unprotected opening. It was all right that far, but why not finish the job by taking some measure to protect the glass itself from breakage? Then, if a pane (or panes) does become broken, why not keep the plant in a state of completion by making prompt replacements.

And when it is necessary to remove a machine which is in reasonably good condition but which is too small for the work required of it, why not make a well directed effort to locate a brother dealer whose purpose will be served by that small machine and pass it on to him; receiving in return an amount of money which represents its fair value and which, to the seller, is just so much profit?

If the machine is worn out don't try to "skin" that brother dealer by taking his money for it. Sell it for junk. That will clean up the premises, and who knows but what the iron in that machine may be used in making the shell that will sink the sub, that is about to destroy the boat, that carries the bushel of wheat, that will give the gunner power to fire the shot that will win the war and run German autocracy off the earth? That's what it means to finish a job.

GUESSING: If enough guesses be made upon the number of beans in a pot the correct figure will inevitably be hit upon some time. And, just as the man who comes nearest in the bean guessing contest is to be rewarded in some manner, so are those who fail penalized for their failure when they do not receive the prize. Whenever guesswork is used outside the realm of pure speculation it will always bring ultimate disaster. In business the man who guesses is punished by bankruptcy. He may escape for a time, just as the murderer may evade the law for a time, but both murder and guessing in business "will out." If other things be equal (or nearly so) the man who *knows*, and knows he knows, is the man who is successful in business. Even the man who knows the state of his business must have ability, his product must be worth the price which he asks for it, and there must be a demand for his product; but wherever there is found a man who has the figures which represent the condition of his affairs always available, there is also found a man who possesses the other qualifications of a successful man.

If you who are in the grain business do not know how much of each commodity you handled last year, how much money it cost you to conduct your business, how much of each commodity you have on hand now, how much that stock is actually worth, and several other things which are vital but which need not be mentioned here, then don't consider that you have attained to the highest degree of efficiency which it is possible for you to reach. If you don't know these things you are simply placing around yourself a wall constructed of bricks called ignorance, and beyond that wall lies the field which you hope to reach. To pass into it you must take up the tools of knowledge to batter down that wall.

OBSERVING TRAVELERS who find many grain elevators closed at this season of the year, report that many houses give every evidence of having been closed without any attempt at cleaning, either inside or out. If every line house operator would visit his closed houses, some of these plants would be saved from the flames.

BY RIPPING old siding boards from an abandoned elevator, an operator of a line elevator near Aberdeen, S. D., secured 47 bus. of good old wheat and sold it for $3.00 per bushel.

B. L. Figeley, Freeport, Ill.

B. L. Figeley.

Burton L. Figeley, for eight years with the H. A. Hilmer Co., at Freeport, Ill., as assistant to Mr. Hilmer in general supervision of the line company, has severed his connection and in the future will travel Illinois and Iowa territory for Hulburd, Warren & Chandler of Chicago

Born and educated in Freeport, Mr. Figeley entered the grain business when 25 years of age, his first and only previous connection being with the Hilmer Co., in which he had an interest. This he disposed of when he left the company. He inherited his liking for the grain trade from his grandfather, who bot grain for the old firm of Smith & Porter at Freeport in the early 60's, when farmers hauled their grain 40 and 50 miles to the railroad.

Understanding thoroly the difficulties of the country shipper, Mr. Figeley will the more easily appreciate the difficulties shippers have to contend with and help them.

Crop Improvement.

NORTH DAKOTA fields will be inspected free of cost to farmers who will send samples of their crops to the agricultural college at Fargo, using tags bearing the seal of the U. S. Dept. of Agriculture.

THE HESSIAN FLY must be fought immediately after harvest, and should be turned under in the fall plowing. Hogs and chickens should be allowed in the fields to follow the plow to replace the field birds.

THE BENEFIT derived from early fall plowing for spring wheat is just as great as that derived from fall plowing Fields plowed from July 15 on may be expected to raise from 2 to 5 bus. more than they otherwise would.—Bert. Ball.

THE PROPER KIND of seed wheat for Indiana was considered recently at a conference between Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n and Indiana Millers Ass'n, H. W. Riemann of Greensburg, C. B. Jenkins of Noblesville and the agricultural department of Purdue University.

GIVING FARMERS advice is played out. The only way to get crops improved is to learn the exact circumstances why certain farmers are always below the average. If you could bring this class up to the average, we would have more crops than we could take care of. So really it is no question of more science, but merely to take more community action to provide ways and means for the poorer farmers to adopt the methods of the good farmers. If the money now used for so-called agricultural extension were put into a sinking fund which would be available to the farmers, in temporary loans, practically all of this revolving money would be available year after year because the losses from crop failures would be trifling provided that the projects on which this money was advanced were approved in writing by the county agricultural agent.—Bert Ball.

The Embargoes.

Western Maryland on June 19 lifted embargo on all incoming freight.

C. & O. on export grain via Baltimore and points north, applying on all lines.

N. Y. Cent. on June 14 revised and continued in effect its embargo of Feb. 4, 1916, on grain in bags and hay and other commodities for export via New York. The embargo continues on all other carload freight for export via the Port of New York, except when authorized by the Foreign Freight Agent of that company at New York. Card and revenue waybills covering all authorized shipments must bear notation "Authorized by Foreign Freight Agent, N. Y. C. R. R." and authority number quoted. Embargo continues on all carload and less carload export freight consigned to or via the New York Dock Co., including Atlantic, Fulton and Baltic Terminals, Brooklyn, N. Y. Embargo continues on all carload and less carload export freight for Bush Docks, Brooklyn, N. Y.

JOHN B. DAISH, who on many different occasions has served as legal advisor for the National Hay Ass'n and the Grain Dealers National Ass'n, was married May 19 in Washington, D. C., to Mrs. Alice M. Armstrong. Mr. Daish has long been closely identified with the grain and hay trade, his father having been a large distributor at Washington and this business was conducted for some years by his sons. John B. has a host of friends in the grain and hay trades who wish him long life and much happiness.

Grain Trade News

ARIZONA

Pearce, Ariz.—Farmers are planning to build a grain warehouse.—K.

Willcox, Ariz.—Farmers are discussing the erection of a grain warehouse.—K.

ARKANSAS

Stuttgart, Ark.—The Stuttgart Rice Mill Co. is equipping its mill with a Hall Signaling Grain Distributor.

Little Rock, Ark.—S. T. French, formerly mgr. of the Little Rock Grain Co., is now a member of the Tom Hill Grain Co.

Ft. Smith, Ark.—The Hayes Grain Co. is erecting a brick building which will be ready for occupancy about July 1. The main building will have a floor space of 200x75 ft., with a storage capacity of 150 cars per month, and will put out 15 cars daily. An elvtr., with a capacity of 5 cars of bulk grain, will be erected adjacent.

CALIFORNIA

Los Angeles, Cal.—The Globe Grain & Mlg. Co. is building a 2-story office building, 57x120 ft.

San Francisco, Cal.—H. A. Yeazell, for 12 years associated with the Globe Grain & Mlg. Co., died recently.

San Francisco, Cal.—T. D. Stevenson and C. W. Doane have been admitted to membership in the Grain Trade Ass'n.

Colusa, Cal.—The Colusa Mlg. & Grain Co. has been incorporated by E. Weckbaugh, A. E. Adams and others.

Stockton, Cal.—We are erecting a reinforced concrete elvtr. consisting of 19 bins, with a capacity of 108,000 bus. of wheat. This is in addition to the present bins now at the Union Mills and will give us a total storage capacity of 5,000 tons at this mill. —Sperry Flour Co., E. J. Luke, mgr.

CANADA

Admiral, Sask.—The elvtr. of the Pioneer Grain Co. burned recently.

Raymond, Alta.—An elvtr. will be erected here by Strong & Dower, of Calgary.

Magrath, Alta.—Strong & Dower, of Calgary, will build an elvtr. at this point.

Mundare, Alta.—The Ukranian Elvtr. Co. has been incorporated with a capital stock of $20,000.

Calgary, Alta.—Strong & Dower will build elvtrs. at Magrath, Raymond and 2 other stations in Alberta.

Ft. William, Ont.—The Northwestern Elvtr. Co. has been incorporated with a capital stock of $250,000.

Tako, Sask.—The large elvtr. of the Standard Grain Co. burned recently. The loss is covered by insurance.

Toronto, Ont.—A. S. Turner has been appointed government grain inspector here to succeed Enos Campbell, who resigned on account of failing health.

WINNIPEG LETTER.

The Ruthenian Farmers Elvtr. Co. has been incorporated with a capital stock of $250,000.

Thomas Roy, aged 70 years, died suddenly June 6. He had been in the grain business for 40 years.

Winnipeg, Man.—G. F. Briggs, vice-pres. and treas. of the A. J. Atkins Grain Co., Minneapolis, Minn., resigned June 1 and accepted a position with the Canadian Grain Co. here.

The recently organized Terminal Grain Co., Ltd., has been incorporated with a capital stock of $100,000. John R. Smith is interested in the company, which will operate a line of elvtrs.

Hearings were held in the Grain Exchange Bldg. June 21, 22 and 23 by the new board of grain supervisors of Canada, to get the opinion of terminal, hospital and country elvtr. operators on the marketing of grain under the present war conditions. Pres. J. C. Gage says there will be some form of future trading established to cover legitimate contracts, but under supervision to eliminate speculation.

COLORADO

Olathe, Colo.—The Montrose Mlg. Co., of Montrose, will build a 15,000-bu. elvtr. this summer.

Steamboat Springs, Colo.—We contemplate the erection of an elvtr.—Watson Mercantile Co.

Haxtun, Colo.—Ole Westergreen is agt. of the recently acquired elvtr. of L. Spelts, which is now being overhauled.

Greeley, Colo.—The Boyle Commission Co. has completed plans for an 8,000-bu. bean elvtr. and also for extensive warehouse enlargements at a cost of approximately $10,000.

Haxtun, Colo.—We will make repairs and install a manlift and car loader in the elvtr., which we recently purchased from the Koehler-Twidale Grain Co.—Paul Beckman, mgr. Plains Mlg. & Mercantile Co.

Kelim, Colo.—The Farmers Mlg. & Elvtr. Co. has been placed in the hands of a receiver. E. F. Krouskop, of Loveland, has been named as receiver and will continue the business. Judgment for $66,000 was confessed. Early financial mismanagement is given as the cause.

Julesburg, Colo.—S. M. Beadle, of Cairo, Neb., has been chosen as mgr. of the Julesburg Co-operative Grain Co. which is building a 25,000-bu. steel clad elvtr. W. C. Bailey has the contract. The company has applied for permission to build a sidetrack across a public street to its elvtr.

Otis, Colo.—The recently organized Otis Mlg. Co. has incorporated, with a capital stock of $25,000, to operate a 15,000-bu. elvtr., 80-bbl. flour mill and electric light plant. The company expects to have the mill in operation by Aug. 1 T. J. Diamond, formerly of the Diamond Mlg. Co., Red Cloud, Neb., is pres. and mgr.

IDAHO

McCammon, Ida.—We are erecting an elvtr. here.—Intermountain Farmers Equity, Pocatello.

Star, Ida.—The Farmers Union has prepared plans for the erection of a grain warehouse.—K.

Oxford, Ida.—We are building an elvtr. at this station.—Intermountain Farmers Equity, Pocatello.

Blackfoot, Ida.—The name of the Blackfoot Grain & Products Co. is being changed. —Bond Bros. & Co.

Virginia, Ida.—We have an elvtr. under construction at this point.—Intermountain Farmers Equity, Pocatello.

Inkom, Ida.—The Intermountain Farmers Equity, of Pocatello, is building an elvtr. at this station, which is on the Oregon Short Line.

Idahome, Ida.—We have let contract for a concrete elvtr. to the Burrell Engineering & Construction Co.—Burley Flour Mills, Burley.

Oakley, Ida.—We have let contract for a concrete elvtr. to the Burrell Engineering & Construction Co.—Burley Flour Mills, Burley.

Cotterel, Ida.—Contract for a concrete elvtr. has been let by the Burley Flour Mills, of Burley, to the Burrell Engineering & Construction Co.

Idahome, Ida.—The Idahome Grain & Produce Co. is building a 10,000-bu. elvtr. on a branch of the O. S. L. The company has the same officers as the Pioneer Coal & Produce Co., of Burley.

Vollmer, Ida.—The Lewis County Rochdale Co. has let contract for 3 up-to-date elvtrs. to be built on the Nez Perce Reservation. The capacity of the elvtrs. will be 50,000, 60,000 and 75,000 bus. respectively.

Pocatello, Ida.—We operate elvtrs. at American Falls, Shiller's Spur, Rockland, Downey, Arimo and Ririe and are building elvtrs. at 4 other stations in Idaho.—A. Y. Satterfield, mgr. Intermountain Farmers Equity.

Hazelton, Ida.—We expect to have our new 25,000-bu. elvtr. completed by Sept. 1. We will handle seeds, coal and implements and will do a wholesale and retail business. At least 100 cars of wheat will be handled this year.—Barlow Classen Co.

Heyburn, Ida.—Carl Dethleffs is mgr. of the Heyburn Mlg. & Elvtr. Co. The company, which has the same officers as the Pioneer Coal & Produce Co., is now being incorporated in the state of Idaho as a separate company, with a capital stock of $25,000.

Burley, Ida.—We have let contract for 4 concrete elvtrs. and may erect another house. We have just completed a 350-bbl. flour mill which is now in operation. The Burrell Engineering & Construction Co. has the contracts for the elvtrs., one of which will be located here.—Burley Flour Mills, per Wm. McMillan, mgr.

American Falls, Ida.—The American Falls Mlg. & Elvtr. Co. started work on an elvtr., warehouse and mill to replace its plant, which burned Apr. 20. The elvtr., which will be built on the old foundation, will have a capacity about 25% greater than the old house and will be ready to receive grain by the time it is moving rapidly.

Jerome, Ida.—The Farmers Grain & Mlg. Co., of Denver, Colo., has let contract for the erection of an elvtr., warehouse and seed cleaning plant to be completed to handle grain this season. A spur will be built to give connection with the Oregon Short Line. The elvtr. will have a capacity of from 50,000 to 60,000 bus. and the warehouse will be 30x60 ft., with a 2-room office. Coal sheds will also be erected.

Caldwell, Ida.—Al Bedgood, of Chicago, Ill., is now supt. of the elvtr. and grain storage business of the Caldwell Mlg. & Elvtr. Co., succeeding B. M. Holt, resigned. He will have charge of the 225,000-bu. concrete elvtr. for which the company recently let contract to the Burrell Engineering & Construction Co. Equipment includes 3 Hall Signaling Grain Distributors. The foundations are now being laid for 6 reinforced concrete grain tanks, 110 ft. high and 40 ft. in diameter. They will be constructed in pairs and the sides will be made square to provide for 8 additional compartments. A 60x200 ft. warehouse and an 80x100 ft. seed house will be erected in connection with the elvtr. The Colorado Mlg. & Elvtr. Co., of Denver, Colo., has taken over the business here and all subsidiary holdings of the company, located at Twin Falls, Idaho Falls, Weiser, Parma, Wilder, Cambridge, St. Anthony, Midvale, Boise, Nampa, Arlington and Salt Lake City, Utah.

ILLINOIS

Sheldon, Ill.—The Bishop Elvtr. Co. will build an elvtr.

Springfield, Ill.—The Garesche bill against puts and calls has been killed.

Cairo, Ill.—A new smokestack will be constructed at the Halliday Elvtr.

Weldon, Ill.—Railsback Bros. have purchased a Hall Signaling Grain Distributor.

Murphysboro, Ill.—The Southern Illinois Mlg. & Elvtr. Co. has overhauled its plant.

Danvers, Ill.—The elvtr. of Levi Johnston & Son will be covered with corrugated iron.

Low Point, Ill.—H. W. Schroeder, of Washburn, is now local mgr. of the grain, coal and lumber business of Banta Bros. & Co.

Momence, Ill.—We have rented an office in the First National Bank Bldg.—Smith & Hobart.

Princeton, Ill.—The Farmers Elvtr. Co. contemplates the erection of a new concrete elvtr.

Mazon, Ill.—We will build a 40,000-bu. annex to our elvtr. for oats.—Mazon Farmers Elvtr. Co.

Ray, Ill.—B. W. Billingsley has succeeded the Ray Grain & Fuel Co. in the grain business here.

Joliet, Ill.—We have renewed the top 20 ft. of our 60 ft. smokestack at our plant.—The Truby Co.

Roanoke, Ill.—The recently incorporated Roanoke Farmers Ass'n has bot the elvtr. of Daniel Grider.

Benton, Ill.—The Benton Mlg. Co. has taken over the grain business of the Benton Peerless Mills.

Manteno, Ill.—The Farmers Elvtr. Co. is repairing its elvtr., which was damaged by a recent wind storm.

Empire sta. (Le Roy p. o.), Ill.—The elvtr., under construction for T. F. Grady, is nearing completion.

Compro sta. (Auburn p. o.), Ill.—J. M. Stockdale, of the Auburn Mlg. Co., Auburn, will build an elvtr. here.

Vermilion Grove, Ill.—The Farmers Elvtr. Co. of Ridgefarm has begun the erection of an elvtr. at this place.

New Holland, Ill.—G. E. Ritscher has succeeded us in the grain business at this place.—McCreery & Ritscher.

Decatur, Ill.—Fred C. Schlarb, dept. mgr. of the Shellabarger Elvtr. Co., was married June 2 to Miss Mabel C. Polen.

Donovan, Ill.—We have just finished installing a smokestack from the boiler to the brick chimney.—John Nelson.

Filson, Ill.—Chambers & Foote, props. of elvtrs. at Tuscola and Sadorus, have taken over the elvtr. of J. C. Roe.

Chester, Ill.—The H. C. Cole Mlg. Co., operating an elvtr. here, has increased its capital stock from $300,000 to $500,000.

Archie sta. (Sidell p. o.), Ill.—The elvtr. of the Farmers Elvtr. Co. of Sidell, located at this point, is being remodeled.

New Berlin, Ill.—The Farmers Elvtr. Co. is replacing the roof on its elvtr., which was torn off during the storm last week.

Pekin, Ill.—The Smith-Hippen Co. has commenced the erection of a 50,000-bu. elvtr. in the new Spring Lake drainage district.

Bishop, Ill.—We will install a new leg, head, manlift and make repairs in our elvtr. before the new wheat moves.—J. H. Bishop.

Melvin, Ill.—L. E. Mast, formerly mgr. of the Farmers Elvtr. Co. at Jamaica, has been appointed mgr. of the Farmers Elvtr. Co. here.

Broadwell, Ill.—The elvtr. of Holmes & Maurer caught fire recently when a box car, on a nearby siding, burned. The loss was small.

Springerton, Ill.—Work has been started on the elvtr. for which W. C. Smith recently let contract. It will cost approximately $11,000.

Emery, Ill.—The estimated loss to the elvtr. of the Shellabarger Elvtr. Co. by the storm June 4 is between $5,000 and $6,000. Insurance, $3,000.

Eldridge siding (Momence p. o.), Ill.—We have just completed our new 10,000-bu. elvtr. Geo. A. Saathoff had the contract.—Smith & Hobart.

Brighton, Ill.—I have installed a 6-h. p. oil engine, two 300-bu. elvtr. legs in flat bottom bins, and a 750-bu. automatic scale.—Russell S. Brown.

Green Oak (Princeton p. o.), Ill.—F. P. Brown, of Dana, Ia., has succeeded W. E. Kitzmiller as mgr. of the Green Oak Merchandise & Elvtr. Co.

Forest City, Ill.—The Forest City Grain Co. contemplates the erection of a larger elvtr. W. B. Barnes has been retained as mgr. for another year.

Petersburg, Ill.—The Junction Grain Co. incorporated; capital stock, $10,000; incorporators, H. S. Houghton, C. C. Frackleton and W. M. Groves.

Charleston, Ill.—The Charleston Elvtr. Co. has let contract for a studded elvtr. to H. Z. Ballinger to replace its elvtr., which was destroyed by a tornado May 26.

Maroa, Ill.—T. H. Wright, of Ashland, has taken charge of the elvtr., which the recently organized American Grain Co. took over from the Shellabarger Elvtr. Co.

Donovan, Ill.—We recently overhauled our pit sheller and cleaner and will install a new boot and a new 16 in. belt and cup in one of the legs.—Donovan Grain Co.

Yeager sta. (Grant Park p. o.), Ill.—We have replaced the roof on our elvtr., which was blown off during a tornado several weeks ago.—Smith & Hobart, Momence.

Swan Creek, Ill.—The largest elvtr. owned by Henry Sands was struck by lightning June 12. The top of the small building was damaged, but it did not catch fire.

La Hogue, Ill.—O. W. Maddin, who recently sold his elvtr. at Ridgeville, has moved to this city to take possession of the elvtr. which he bot from Egley Bros. & Bush.

Meredosia, Ill.—The Meredosia Grain Co. has completed a concrete office, containing a reception room, directors' room and private office, which replaces its old frame building.

Colfax, Ill.—A. F. Conrad, for several years mgr. of the Farmers Elvtr. Co. at Ocoya sta. (Pontiac p. o.), will resign July 1 to become mgr. of the Co-operative Grain Co. here.

Bloomington, Ill.—A number of mgrs. and officers of the farmers elvtr. companies of this district met June 14 at the Riggs Hotel and discussed the car shortage problem and grain hedging.

St. Anne, Ill.—Mr. Malo, of Malo & Co., Kankakee, on July 15, will become the owner and mgr. of the elvtr. of the Tegge Grain Co., which has been in charge of Mr. Skovboe.—W. A.

Hooper sta. (Beaverville p. o.), Ill.—We recently installed a new 14-in. belt and cup in one of the legs and made other minor improvements in our elvtr.—Ernest Nelson, mgr. John Nelson.

Brokaw sta. (Bloomington p. o.), Ill.—The Central Mill & Elvtr. Co. is now razing its old elvtr. to make room for the new 25,000-bu. iron clad cribbed house for which it let contract to H. Z. Ballinger.

Wyoming, Ill.—The elvtr. at North Wyoming, owned by Mrs. J. A. Klock and daughter, Mrs. E. P. Reeder, burned June 8. It had been idle for the past year and was empty at the time of the fire.

Galesburg, Ill.—Work is progressing on the 25,000-bu. brick elvtr., which the Consumers Fuel & Feed Co. is building on ground adjoining its present office and warehouse site.—F. R. Winger, mgr.

Kasbeer, Ill.—I have succeeded John L. Zink as mgr. of the Farmers Elvtr. Co., which is building a 40,000-bu. elvtr. to be completed Aug. 1.—W. E. Kitzmiller, formerly at Green Oak (Princeton p. o.).

Pittwood, Ill.—C. C. Davis, of Galesburg, has bot the elvtr. of the R. F. Cummings Grain Co. and will take possession in July. Noah Ash will be retained as mgr. The sale was made thru Jas. M. Maguire.

Decatur, Ill.—The Illinois Grain Dealers Ass'n was denied a rehearing June 6 of the suit by the Shellabarger Elvtr. Co. v. the Illinois Central Railroad Co., involving the enforcement of the Illinois grain weighing statute.

Midland City, Ill.—J. F. Bartley is pres., treas. and mgr. of the recently incorporated Midland Grain Co. A new Fairbanks Automatic Scale and manlift have just been installed in the elvtr. Mr. Bartley has been mgr. of the Hallsville Elvtr. at Hallsville for nearly 5 years.—E. Anderson, sec'y.

Odell, Ill.—The Odell Grain & Coal Co. contemplates taking the motor out of its elvtr. as soon as a larger gasoline engine can be secured. The company has erected a new coal shed, with a composition roof.

Meadows, Ill.—E. N. Moschell has resigned as mgr. of the Meadows Grain & Coal Co. on account of failing health. Joseph Claudon will be in charge of the elvtr. until July 1, when a new mgr. will be appointed.

Springfield, Ill.—The state fire dept. has been notified that persons representing themselves as state fire inspectors have entered elvtrs., warehouses, mills and storehouses, where drawings of the interior were made.

Chebanse, Ill.—We recently installed a 15-h. p. Fairbanks Morse Oil Engine and are now repainting the elvtr. and roof. We will employ a lady bookkeeper to commence June 15.—Chebanse Grain & Coal Co., per Geo. W. Hunt, mgr.

Tucker, Ill.—The Farmers Elvtr. Co., of Manteno, has asked for bids for the construction of a reinforced concrete elvtr. to be built at this point. The plans have been prepared by Miller & Holbrook. Mail is received thru Bourbonnais p. o.

Springfield, Ill.—The capital stock of the American Grain Co. has been decreased from $300,000 to $100,000. H. S. Dickerson is pres. and F. W. Parkinson, sec'y, of the company. The stock is owned by Dickerson, Parkinson and Colburn Buck, Jr.

Sidell, Ill.—J. C. McDowell is pres., H. J. Scovell, vice-pres., and H. L. Baum, sec'y-treas. of the recently incorporated Farmers Elvtr. Co., which bot and took possession June 1 of the elvtrs. of the Sidell Grain & Elvtr. Co. at this place, Maystown and Hastings.

Decatur, Ill.—Percy B. Sullivan, late president of the Assured's National Mutual Fire Insurance Co., of this city, who in 1915 was convicted of using the mails to defraud and sentenced to the penitentiary for two years, has been pardoned by President Wilson.

Mt. Auburn, Ill.—Fire on June 16 destroyed the elvtr. of Hight & Cline, containing 1,000 bus. of oats and more than 1,800 bus. of corn. The fire is thot to have been caused by a hot box in the cupola. A blaze, which originated this way last winter, was extinguished before any damage was done. The loss is reported to be covered by insurance.

Homer, Ill.—We will build a concrete elvtr. on the Illinois Traction System and also one on the Wabash later on. We will track ship oats and store in temporary bins until the elvtr. is completed. C. M. Brown is pres. and A. L. Vollborn, sec'y, of our company, which will handle lumber, coal, sand, gravel, cement, implements, twine and seeds in connection with the grain business.—Farmers Elvtr. Co.

Springfield, Ill.—Among the acts passed by the legislature are the following: Establishing a buro of weight and measures in the department of trade and commerce; amending the workmen's compensation act to bring all employers within its provisions; authorizing the submission to a referendum in 1918 of a $60,000,000 bond issue for the construction of 4,500 miles of hard roads; licensing collection agencies, and providing for state licensing and control of commission merchants.

Decatur, Ill.—On July 1 the Shellabarger Elvtr. Co., operating elvtrs. at Argenta, Cisco, Emery, Forsyth, Harpster, Maroa and Ospur, will sell and transfer these houses together with Argenta and Forsyth Lumber Yards to the American Grain Co., a company lately organized by Geo. B. Conover, of Springfield. Mr. Conover will be pres., J. B. Montgomery, sec'y, and A. T. Gregory, of this city, treas. Mr. Gregory has been with the Shellabarger Elvtr. Co. for the past 7 years and some 20 years in the grain business. The Shellabarger Elvtr. Co. will continue to operate its Decatur Elvtr. and will mix its feeds and be Illinois Distributors of flours, milled by the Shellabarger Mill & Elvtr. Co., of Salina, Kan.—J. M. Allen, sec'y.

The following have been admitted to membership in the Illinois Grain Dealers Ass'n: Steven & Freemon, Sloan; O. Finch & Son, Joy; G. B. & C. M. Griffin, and Whalen Bros. & Grant, Charleston; McDonald Grain Co., Morton; Farmers Grain Co., Beason; O'Hara & Gaddis, Carlock; F. L. Hough & Co., Rio and Woodhull; G. Ives & Sons, New Boston; A. C. Gale Grain Co., Cincinnati, O.; Murphy Grain Co., Springfield; Harwood-Young Co., Peoria; Guy Hensley, Keyesport; Ware Bros., Butler; W. M. Myers, Maroa; Murphy & Ewing, Stanford; Egley Bros. & Bush, LaHogue; Rosenstiel & Co., Freeport; Glenn R. Swank & Co., Williamsfield; Bracy Supply Co., Marion; E. L. Craw, Plainview; Roberts & Meyer, Osco; Springer Grain Elvtr. Co., Springerton; Henry J. Nobbe, Nokomis; Consumers Grain Co., Peoria; L. B. DeForest, Oneida; Chas. H. Donnel, Westervelt; W. S. Johnston, Ulah; Ludlow Elvtr. Co., Ludlow; J. S. Smith Grain & Coal Co., Knoxville; O. S. Murray, Symerton; O. H. Fullenwider, Mechanicsburg; Charleston Elvtr. Co., Charleston; Otis J. Bear, Gifford; Sells & Rice, Ellis; J. R. Williams & Son, Colfax; Henry Sands, Swan Creek; Pratt & Blair, Cropsey; T. J. Heald, Aledo; J. J. Eckman, East Lynn; Little York Grain Co., Little York; R. A. Strong, Earlville; D. A. Smith & Co., Goodwine; Galt Grain Co., Galt; L. E. McAtee, Rantoul; Luke Grain Co., Peoria; George L. Long, Bushnell; J. Melvin Bergeson, Ashton; Harry Marriott, Browns; V. E. Kepple, Bardolph; Charter Oak Grain Co., Petersburg; McElhiney & Hubbard, Kenney, and E. E. Schultz, Beardstown (individual membership aside from the Schultz-Baujan Co.)

CHICAGO NOTES.

I am now associated with E. W. Wagner & Co.—Earle G. Rapp.

Two memberships in the Board of Trade sold June 16 at $4,375 net to the buyer.

A com'te of the Board of Trade has been at work on a new system of clearing trades.

No penalty above $1.65 will be assessed against shorts who default in the delivery of July corn.

The inspection of the elvtrs. in this city, conducted by the state fire marshal, has been completed.

By a vote of 336 to 5, members of the Board of Trade favored the amendment making No. 3 grades of wheat deliverable on contract.

J. S. Phillips, of La Fayette, Ind., has opened a grain office at 169 N. Clark St. He will handle the private wire of E. W. Wagner & Co. Charles E. Kinsman is mgr.

W. H. Mann, of Ware & Leland has offered his services to the Government and is assisting in the organization of a battalion of signal corps reserve telegraphers to be recruited from the ranks of the brokers' telegraphers.

R. J. Railsback has applied for membership in the Board of Trade. J. T. Wilson, B. Watson, A. J. Friend and Benjamin C. Moore, of Kansas City, Mo., have been admitted to membership, and the membership of H. B. Woolston has been posted for transfer. Memberships are quoted at $4,375 net to buyer.

The Board of Trade has raised the money to buy 3 ambulances for service in France. The ambulances have been ordered and will be ready for shipment at an early date. They will be added to the American Ambulance Corps in France. The following drivers will be provided: Raymond Simons, Wesley McClean and Spencer Boggs.

David Rothschild, member of the Board of Trade for about 22 years, died June 9, aged 65 years. He was one of the oldest barley traders in the west. He started in business at Muscatine, Ia., moved to Davenport in 1887 and remained there until 1911 when he came to Chicago and organized the D. Rothschild Co., dealers in barley.

INDIANA

Huntington, Ind.—We will install a new grain cleaner in our elvtr.—C. E. Bash & Co.

Michigantown, Ind.—The Davis Grain Co. is installing a 25-h. p. electric motor.

North Liberty, Ind.—Chris Wolfe, of Howe, has bot an elvtr. at this place.

Cory, Ind.—Paul Kuhn & Co. are remodeling an old grist mill into an up-to-date elvtr

Dayton, Ind.—We are painting the exterior of our office.—Dayton Grain & Lumber Co.

Frankfort, Ind.—The Sims Mlg. Co. will install a Hall Signaling Grain Distributor in its elvtr.

Fayne sta. (Bloomington p. o.), Ind.—The Equity Exchange is building an addition to its elvtr.

Cammack sta. (Muncie p. o.), Ind.—I am installing a 3-bu. Richardson Automatic Scale.—John Howell.

New Lisbon, Ind.—J. S. Hazelrigg, of Cambridge City, has bot the elvtr. of Lueken & Leaky Bros.

Michigantown, Ind.—The Michigantown Grain Co. has installed a 25-h. p. motor and feed grinder.—N. O. Davis.

Guernsey sta. (Reynolds p. o.), Ind.—C. A. Ballard is now mgr. of the elvtr. of the Loughry Bros. Mlg. & Grain Co.

Kentland, Ind.—We will erect a new 60 ft. smokestack to replace the one recently blown down.—Kentland Grain Co.

North Vernon, Ind.—Eberts Bros. sustained a loss recently when a tornado damaged their elvtr. and mill at this place.

Frankfort, Ind.—The concrete work on our 4 new tanks, 12x57 ft., with a capacity of 25,000 bus., is now finished.—Sims Mlg. Co.

Earl Park, Ind.—We are building a 4-car addition to our coal sheds, which will bring the capacity up to 18 cars.—Richland Grain Co.

Plymouth, Ind.—We have no clue to the thieves who entered our elvtr. June 2 and stole about 15 bus. of corn.—W. C. Curtis & Co.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. has issued $100,000 preferred stock, making the total capitalization $300,000.

Swanington, Ind.—H. L. Day and myself have purchased the elvtr. of J. W. McConnell and will take possession about July 1.—J. F. Doan, Boswell.

Avery, Ind.—We are replacing our old pit sheller with a new Western Sheller and have recently installed a Western Gyrating Cleaner.—C. A. Hornbeck.

Milford, Ind.—I am managing my father's elvtr. at Milford Jctn. this year. The Milford Grain & Mlg. Co. is still in business.—J. C. Baumgartner.

Morristown, Ind.—We are building a 10,000-bu. addition to increase the capacity of our elvtr. to 25,000 bus. We are doing the work ourselves.—Mull Grain Co.

Brook, Ind.—We have just repapered and stained the interior of our office. Our Mr. Lyons is at present in the East on an extended pleasure trip.—Lyons, Rich & Light.

Lizton, Ind.—The Lizton Grain Co., composed of Clyde O. Powell, Ora E. Powell and Walter L. Crisler, has succeeded Wall Bros. The new owners also own the Max Grain Co., at Max.

Reagan sta. (Markle p. o.), Ind.—The recently incorporated Reagan Grain Co. will install 3 Hall Signaling Grain Distributors in the 50,000-bu. elvtr., now being erected on the new Penn. R. R.

Connersville, Ind.—The National Entire Wheat Bread Co. incorporated to conduct grain elvtrs. and mills; capital stock, $20,000; incorporators, Edward P. Hawkins, Charles C. Hull and others.

Raub, Ind.—In addition to some minor repairs which we have made, including the installation of a Fairbanks Automatic Scale and manlift, we will move our office to the north of its present location and will build a 61x18 ft. addition. A new 22-ft. scale has been installed. We will also wreck our old coal sheds and will build on a new site a 400-ton coal shed, with cement floor.—Raub Grain Co.

Weishaars, Ind.—We have wrecked our old elvtr. at this station and will rebuild a 15,000-bu. cribbed house at once, using as much of the old material as possible.—Lyons, Rich & Light, Brook.

Fountaintown, Ind.—The Hungate Wholesale Co. incorporated to handle grain and merchandise; capital stock, $50,000; incorporators, William J. Hungate, Eva Hungate and Harold H. Hungate.—K.

Raub, Ind.—We have just completed the rebuilding of a cob house and added to it a feed house. Our gasoline engine will be overhauled and used in connection with our steam power.—Flinn Grain Co.

Cottage Grove, Ind.—Aaron Gardner has added a cupola to his elvtr. and installed a Western Sheller and Howe Automatic Scale.—F. S. Demoret, of Demoret Grain Co., Bath sta. (College Corner, O., p. o.).

Foster, Ind.—The new wood working elvtr. of the Covington Grain Co. will be ready for the new crop. The Reliance Construction Co. has the contract. Concrete storage tanks for 30,000 bus. are being added.

Kirkpatrick, Ind.—The elvtr. of the Farmers Elvtr. Co. burned June 20 when the town was practically wiped out by fire, caused when a train on the Clover Leaf, containing 7 cars of oil, was wrecked in the center of the village.

Economy, Ind.—We are relining the spouting and making repairs in our elvtr. A new Howe-Sonander Automatic Scale is being installed to replace the old hopper scale. H. C. Teetor is doing the work.—Anderson & Hollingsworth.

Walton, Ind.—The Walton Elvtr. Co. has installed a 25-h. p. electric motor, grain cleaner, Fairbanks Automatic Scale and Fairbanks Wagon Scale with a 22-ft. type registering beam. A new belt, leg and 16x7 in. cups will be installed.

Mulberry, Ind.—We have just completed the renewing of the foundation of our steam engine, taking out the brick and using concrete in the new construction. Our head miller, Wm. E. Fleischauer is in the south on his summer vacation.—Jay Grain Co.

Pike sta. (Frankfort p. o.), Ind.—The 30,000-bu. elvtr. under construction for the McComas-Brant Grain Co., on the new branch of the Penn. between Indianapolis and Frankfort, will soon be completed by the Reliance Construction Co., which has the contract.

Purcell, Ind.—The elvtr. of Albert Oxman burned June 15 at 10 o'clock in the morning. The cause of the fire is unknown. Loss, $12,000; insurance, $4,500. The house contained 1,000 bus. of corn, on which no insurance was carried. It will be rebuilt immediately.

Bath sta. (College Corner, O., p. o.), Ind.—Aaron Gardner and F. S. Demoret have formed a partnership under the name of the Demoret Grain Co. and purchased the elvtrs. of the Willey Grain Co. at this station and Peoria, Ind. The office will be located here.—F. S. D.

New Albany, Ind.—We will rebuild our plant, which burned recently, but have not fully decided on the plans. Loss on the machinery, $12,000; insurance, $1,500; loss on the buildings, $25,000 to $30,000; insurance, $4,000. Our corn mill plant was not damaged.—Louisville Malting Co.

Foresman, Ind.—While moving an empty grain car down the elvtr. siding, by means of a pinchbar, June 11, Amos Morlatt, house man for the Foresman Grain Co., was badly injured. His upper left jaw bone was broken and a severe gash was cut entirely thru his cheek. He can not explain how the accident occurred.

Redkey, Ind.—The recently incorporated Redkey Equity Exchange has started the erection of a 40,000-bu. elvtr., on the L. E. & W. Ry. The Reliance Construction Co. has the contract. It will be operated by electric power, using 5 Fairbanks-Morse Motors, Western Sheller and Cleaner, Constant Manlift, and Fairbanks Wagon and Automatic Scales. The house and office will be lighted by electricity.

Losantville, Ind.—J. P. Teegarden, of Woodington, O., and his son, H. C. Teegarden, of Greenville, O., have sold their interest in the business of Teegarden & Powell at this place to F. H. Thompson, cashier of the Farmers Bank. The business will be continued in the firm name of Thompson & Powell—J. F. Seagrove.

Barnard, Ind.—Newton Busenbark, of New Market, has purchased the 2 elvtrs. of J. T. Higgins, of La Fayette, located on the C. H. & D. at this place and North Salem. The deal was made thru Nat P. Claybaugh. Mr. Busenbark, who owns and operates elvtrs. at New Market, Lapland and Waveland, will take immediate possession of his newly acquired houses.

La Fayette, Ind.—J. S. Phillips is running this office as correspondent of E. W. Wagner & Co. and still retains his interests here, but I have been appointed mgr. for him. Mr. Phillips has opened another office at Chicago and will spend most of his time there. George H. Phillips, Jr., eldest son of the late George H. Phillips, Sr., has been with me as my booker, and under my tutorship learned the brokerage business. He has now returned to Chicago to take his late father's membership in the Board of Trade.—R. P. Roseberry.

INDIANAPOLIS LETTER.

The Big Four Elvtr. incorporated; capital stock, $10,000; incorporators, Horace E. Kinney, Le Roy Urmston and C. W. Urmston. A 500,000-bu. elvtr. is being erected on the Big Four R. R.

L. E. Banta has been appointed traffic mgr. of the Board of Trade to succeed R. R. Hargis, who resigned to accept a position at Chicago, Ill. Mr. Banta was formerly ass't traffic mgr.

The following have been admitted to membership in the Board of Trade: John W. Jordan, Carl D. Menzie, Frank C. Williams, Bert K. Black, Paul J. Heinmiller, Chas. H. McEwan and Wm. W. Wilson, of this city, H. T. Burns and J. J. Rammacher, Buffalo, N. Y., C. S. Custer and Chas. M. Vawter, Cincinnati, O., Sam Finney, Chicago, Ill., A. W. Clark, Cleveland, O., and Leonard A. Hewett, Louisville, Ky.—N.

IOWA

Goodell, Ia.—An elvtr. will be erected at this station.

Waverly, Ia.—The Farmers Elvtr. Co. has been organized.

Rowan, Ia.—Virden & Emerson are remodeling their elvtr.

Larchwood, Ia.—The Farmers Elvtr. Co. is building 6 new coal sheds.

Lester, Ia.—James Cunningham is now in charge of an elvtr. at this point.

New Hampton, Ia.—W. F. Shaw is now mgr. of the Co-operative Grain Co.

Ralston, Ia.—A. Moorehouse is making repairs on his recently acquired elvtr.

Rockwell City, Ia.—C. W. Kellogg has been retained as mgr. of the Farmers Elvtr. Co.

Sherwood, Ia.—The Quaker Oats Co. has purchased the elvtr. of the Farmers Elvtr. Co.

Primghar, Ia.—The Primghar Lumber Co. has bot the elvtr. of J. C. Rudloff & Son.

Long Point, Ia.—I intend to retire from the grain business in September.—A. Kubicek.

Wallingford, Ia.—The Farmers Elvtr. Co. has been organized with a capital stock of $20,000.

Salix, Ia.—The Farmers Elvtr. Co. has purchased a Hall Signaling Grain Distributor.

Knierim, Ia.—Mr. Gilbrecht, of Sac City, is the new mgr. of the Farmers Grain & Coal Co.

Elk Horn, Ia.—Lightning struck the elvtr. of the E. Rothschild Co. June 4 but no fire resulted.

Cumberland, Ia.—E. & P. Kirchner, of Griswold, are overhauling their recently acquired elvtr.

Kellogg, Ia.—H. H. Engleman has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Ellsworth, Ia.—A. N. Moore has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Hartley, Ia.—The elvtr. of Charles Betts, on the Rock Island, burned June 18. Estimated loss, $10,000.

Inwood, Ia.—Wm. Jensen has succeeded Carl Hanson, who resigned as mgr. of the Farmers Elvtr. Co.

Modale, Ia.—W. M. Sharpnack has been granted a site on the C. & N. W. on which he will erect an elvtr.

Lanesboro, Ia.—Jas. Hested has succeeded F. J. Cressey, who resigned as mgr. of the Farmers Elvtr. Co.

Barnum, Ia.—The Barnum Elvtr. Co. has retained Mr. Ruebel as mgr. for another year at an increased salary.

Allison, Ia.—The Farmers Elvtr. Co. will build an elvtr. to replace the one partially destroyed by fire on June 3.

Letts, Ia.—McKee Bros. have been granted a site on the R. I. and will erect an elvtr., feed store and coal sheds.

Germania, Ia.—The Farmers Elvtr. Co. has purchased the east elvtr. of Ben Randolph and is installing a new dump.

Modale, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, $25,000; incorporators, F. W. Schwertley and others.

Pocahontas, Ia.—The Farmers Elvtr. Co. is remodeling its elvtr. and installing a 2,000-bu. Richardson Automatic Scale.

Richards, Ia.—Earl Stotts has been retained as mgr. of the Richards Elvtr. Co. for another year at an increased salary.

Cornell, Ia.—The recently organized Farmers Elvtr. Co. is remodeling the elvtr., which it purchased from E. W. Oats & Co.

Rockwell City, Ia.—Oscar Lindstrum, formerly mgr. of the Rockwell City Elvtr., on the Illinois Central, died recently of pneumonia.

Corley, Ia.—The recently incorporated Farmers Grain & Mercantile Co. has taken over the elvtr. and grain business of Claus Albers.

Morley, Ia.—Work is progressing on the elvtr. and feed mill for which Harry Miller recently let contract to the Newell Construction Co.

Cylinder, Ia.—The Hubbard Grain Co. is installing new up-to-date dumps in its elvtr. at this place and Crippen sta. (Emmetsburg p. o.).

Exira, Ia.—Al Fredericks is now mgr. of the Exira Co-operative Co., succeeding J. A. Johnson, who resigned to take charge of the elvtr. at Lorah.

Ida Grove, Ia.—W. De Witt Shearer has been retained as mgr. of our elvtr. which Shorrett & Tenney took over on June 1.—J. N. Shearer & Sons.

Cooper, Ia.—The recently incorporated Farmers Elvtr. Co. has purchased the elvtr. and coal business of the D. Milligan Co.—Chas. H. Pittman, mgr.

Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Bancroft, Ia.—Work has been started on the erection of the elvtr. for which the Farmers Elvtr. Co. let contract to the Newell Construction Co.

Sioux City, Ia.—The Board of Trade and grain commission houses, now located in the Davidson Bldg., are considering moving to the new Davidson Block.

Dayton, Ia.—I have bot the interest of C. Williams in the firm of Williams & Shostrom and have changed the name to the Dayton Elvtr. Co.—Elmer Shostrom.

Struble, Ia.—We have put in a new driveway, painted our elvtr., and installed a new 5-bu. Richardson Automatic Scale.—Farmers Elvtr. Co., per Ben Garding, mgr.

Walnut, Ia.—Work is progressing on the 15,000-bu. annex to our elvtr. for which we recently let contract to the Younglove Construction Co.—G. H. Bunton & Son.

Wadleigh sta. (Knierim p. o.), Ia.—Thos. Wright, who recently resigned as mgr. of the Farmers Elvtr. Co. at Knierim, has bot the elvtr. of the Western Elvtr. Co. here.

Lost Nation, Ia.—P. E. Phelps, who has had charge of my office for the last 5 years, has enlisted in the Federal Army. He left for El Paso, Tex., on June 11.—J. H. Phelps.

Randolph, Ia.—T. A. Rhode, of S. T. Rhode & Co., while working in the elvtr., fell a distance of 20 ft., striking on his head and shoulders, sustaining several deep gashes and bad bruises.

Faulkner, Ia.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of F. E. Trainer & Co. and will take possession Aug. 1. Christ. Sailer is pres. and Ernest Fritz, sec'y, of the company.

Ackley, Ia.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of F. E. Trainer & Co. Wm. A. Wolf is pres. and George Wagner, sec'y, of the company which will take possession Aug. 1.

Sioux City, Ia.—Arthur Burke will have active charge of the office of the recently incorporated Slaughter-Burke Grain Co. in this city. Alonzo Burke will remain in charge of the office at Sioux Falls.

New Market, Ia.—The concrete foundation for the new 8,000-bu. elvtr. of F. J. Rogers has been finished and work is now progressing on the superstructure. The R. M. Van Ness Construction Co. has the contract.

Hanlontown, Ia.—Edward Brunsvold, mgr. of the Farmers Elvtr. Co., narrowly escaped death recently when his clothes caught on a shaft at the elvtr. His cries were heard and the machinery stopped just in time to save his life.

Hampton, Ia.—The Farmers Elvtr. Co. has let contract for a new elvtr., which is being built of vitrified block. It is being erected on the M. & St. L. and is one of the first of this kind to be built in the state. The elvtr. is expected to be finished by the first part of July if weather permits.

Griswold, Ia.—Contract has been let by the recently incorporated Griswold Co-operative Ass'n for an 18,000-bu. up-to-date elvtr. The R. M. Van Ness Construction Co. has the contract for the house, which will be built on the site of the Seeley Mill, which burned recently. The machinery will be on the work floor and the power will be supplied by a 10-h. p. electric motor.

Popejoy, Ia.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, $20,000; incorporators, Geo. A. Miller, pres., Warren Collins, sec'y-treas., and others. The company bot and took possession June 1 of the elvtr. of Dodd & Christianson, which is the only elvtr. at this station. Feed and tile will be handled in connection. C. E. Christianson has been employed as mgr.

Des Moines, Ia.—Our company incorporated Apr. 1 and will handle grain, lumber and coal. J. W. Greenman is pres., J. C. Lake, vice-pres., and P. W. Kintner, sec'y-treas. Both Mr. Kintner and Mr. Lake were formerly employed by the Des Moines Elvtr. Co., the former in the office for 15 years and the latter on the road for several years and for several years in charge of its country stations.—Iowa Grain Co.

Titonka, Ia.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, $20,000; incorporators, Lewis Oesterreicher, Harry McElroy and others. The company recently bot the elvtr. of the Titonka Grain Co.

KANSAS

McDonald, Kan.—The Shannon Grain Co. is erecting a new elvtr.

Wilmore, Kan.—Plans are being made to build a 3rd elvtr. at this station.

Mayfield, Kan.—The elvtr. of the Aetna Mill & Elvtr. Co. has been remodeled.

Medora, Kan.—The Buhler Mill & Elvtr. Co., of Buhler, will erect an elvtr. here.

Bird City, Kan.—Jennings & Roller have purchased a site and will build an elvtr.

Penalosa, Kan.—The Farmers Union has bot the elvtr. of the Hall-Baker Grain Co.

Hazleton, Kan.—The Vance Grain Co. has bot the Vester Elvtr. on the Mo. Pac.

Oscaloosa, Kan.—A. D. Robinson will lay a cement floor in his elvtr. at this station.

Downs, Kan.—Herman Schoen contemplates the erection of an elvtr. at this station.

Anthony, Kan.—The C. E. Robinson Grain Co., of Salina, will open an office here.

De Soto, Kan.—The Gordon Grain Co. has bot the elvtr. and feed mill of Z. Gardner.

Voda, Kan.—J. F. Malinowsky is now agt. of the Trego County Co-operative Ass'n at this place.

Phillipsburg, Kan.—The Equity Elvtr. Co. is building a warehouse and additional coal storage.

Pratt, Kan.—The elvtr. of the Farmers Equity Elvtr. Co. was slightly damaged by a recent storm.

Coffeyville, Kan.—Thos. Jameson is rebuilding the office at his elvtr., which burned recently.

Cunningham, Kan.—E. H. Huey succeeded J. M. Carmon on June 1 as mgr. of the Farmers Grain Co.

Pratt, Kan.—B. Megaffin succeeded Jas. Harkrader, who resigned June 15 as mgr. of the Farmers Equity Exchange.

Penalosa, Kan.—W. S. Gibbons has succeeded E. V. Plush, who resigned as mgr. of the Farmers Grain & Mercantile Co.

Minneapolis, Kan.—The name of the Farmers Elvtr. & Alfalfa Meal Co. has been changed to the Farmers Elvtr. Co.

Groveland, Kan.—Colburn Bros., of McPherson, are building an up-to-date elvtr. to replace the one which burned Jan. 13.

Meade, Kan.—We are building a 50-bbl. flour mill, to be increased to 100 bbls. when business justifies.—Plush & Russell Grain Co.

Chase, Kan.—D. J. Razlaff, of Hutchinson, is now mgr. of the Farmers Union, which will make extensive repairs on its elvtr.

Osborne, Kan.—I am mgr. of the grain business which the Robinson Grain Co. recently purchased from C. R. Latto.—F. K. Latto.

Huron, Kan.—The Baker-Crowell Grain Co. has completed a 10,000-bu. elvtr. to replace the one which was recently dismantled.

Dent Spur (Hoisington p. o.), Kan.—The Dent Spur Equity Exchange discontinued business here on June 1.—R. A. Northrup, formerly mgr.

Beulah, Kan.—Work is progressing on the 17,500-bu. up-to-date elvtr. which C. Hitz & Son are erecting at this point.—H. C. Hyndman, mgr.

Sawyer, Kan.—I will be grain buyer for the Arkansas Mlg. Co. here this year.—R. E. Terry, formerly agt. C. E. Robinson Grain Co., Ash Grove.

Cheney, Kan.—I am now in charge of the elvtr. of the Larabee Flour Mills Corporation at this station.—J. E. Peters, formerly agt. Stevens-Scott Grain Co., Utica.

Westfall, Kan.—Our mail was formerly received thru Beverly, but we now have a post office here.—Farmers Grain & Supply Co., A. E. Harmon, mgr.

Le Compton, Kan.—F. C. Wegener and F. E. Owen, of Rock Creek, have bot and will operate the elvtr. of the Douglas County L. S. & Grain Co.

Liberal, Kan.—W. H. Vickers has let contract for a 12x24 ft. addition to his elvtr. It will have overhead bins and will be used as a grain cleaning room.

Columbus, Kan.—The recently incorporated Cherokee County Mill & Elvtr. Co. is operating the elvtr. and mill, which it purchased from the Kelso Grain Co.

Belmont, Kan.—The Farmers Grain & Mercantile Co. is installing a new 15-h. p. oil engine and a new cleaner in its elvtr., which is being re-sided.—H. W. Plush, mgr.

Langdon, Kan.—The Farmers Elvtr. Co. has erected new coal sheds and will put some extra bin bottoms in their elvtr. The company voted May 26 to go on a co-operative basis.—J. A. Lyons, mgr.

Moundridge, Kan.—The Farmers Elvtr. Co. has let contract for an 18,000-bu. elvtr. to the White Star Co. Equipment includes Eureka Cleaner, steel manlift, Richardson Automatic Scale and 2 Fairbanks Motors.

Larned, Kan.—H. G. Gabel & Sons have let contract to the Burrell Engineering & Construction Co. for 2 concrete grain storage tanks, of 50,000 bus. capacity, as an addition to their present 50,000-bu. elvtr.

Anness, Kan.—We cancelled our application for a site on the Santa Fe on which to build an elvtr. this year and have leased the elvtr. of the U. E. Baird Grain Co.—Robt. W. Wilson, sec'y-treas.—Anness Supply Co.

Brown Spur, Kan.—Joseph N. Bray has completed the 10,000-bu. elvtr. on the Mo. Pac., for which he let contract to the White Star Co. Mr. Bray, who was formerly with the Kingman Mlg. Co., has been in the grain business for 15 years.

Milan, Kan.—The elvtr. of the Wellington Mill & Elvtr. Co. is being overhauled and Richardson Automatic Scales and dynamo are being installed. The Larabee Mills & Elvtr. Co. has repaired its elvtr. and installed Richardson Automatic Scales.

Hillsboro, Kan.—The business formerly carried on by our company, of which J. S. Friesen was mgr., will in the future be conducted along the same lines by the Friesen Grain Co., our successor. The general business and management will remain unchanged.—Hillsboro Mlg. & Elvtr. Co.

Atchison, Kan.—F. G. Fanton is now managing the commission dept. of the Chester L. Weekes Co. and has obtained a membership in the Board of Trade. Prior to going with this company he was for 15 years with R. C. Dun & Co., at Omaha, Neb., and became well acquainted with the grain trade.

Tonganoxie, Kan.—We are building concrete storage for 75,000 bus. which, added to what we already have, will give us 100,000 bus. We are also installing flour mill machinery to increase our flour capacity to 450 bbls. and with our 550 meal mill will have a capacity of 1,000 bbls. All improvements will be completed Aug. 1.—Kemper Fair Mlg. Co.

Sedgwick, Kan.—Our engine room was taken away by the wind storm which passed thru this place on May 25. A small portion of the iron roof was lifted, but was not torn off. Gas pipes and several small rods on the engine were ruined by falling timbers. Repairs have all been made and we are running again.—Gingrass Elvtr. Co., per H. E. Hickerson.

Solomon, Kan.—The Farmers Elvtr. Co. has increased the capacity of its elvtr. to 30,000 bus. New cement dumps, bins and pits have been installed to make it ratproof. Two new bins were built north of the driveway, 3 smaller ones, which will hold about 1,000 bus. each, were placed over the driveway, and the remaining 3 are on the south side. New siding is now being put on the building, which will be painted.

Kensington, Kan.—We have added a store room to our elvtr. to handle our feed business. We are not putting in a stock of implements. No change was made at our annual meeting in the board of directors or management for the coming year.—Farmers Grain & Lumber Co., per C. M. Alspach, mgr.

Anthony, Kan.—I have purchased the business of W. W. Miller & Sons, including the terminal elvtr., and will continue to handle it along the same line. I have remodeled my elvtr. and put it in first-class condition to handle the large business, which I expect this year.—Frank Geoffroy of Geoffroy Grain Co.

Milan, Kan.—The recently incorporated Sumner County Farmers Union Co-operative Ass'n, which recently bot the 5,000-bu. elvtr., several lots and implement warehouses of J. M. Robertson, is now overhauling the elvtr. A cleaner and Richardson Automatic Scales are being installed and the elvtr. is being put in first-class condition. A general buying and selling business in coal, flour, feed and stock will be conducted. I have been employed as grain buyer and business mgr. here. S. S. Shoemaker, of Wellington, is pres., E. Laney, sec'y, and G. S. Shacklee, of Corbin, treas.—J. R. Ressler.

Winfield, Kan.—The Winfield Flour Mills Co. has been organized to operate the elvtrs. and mill which L. B. Young recently acquired. Mr. Young will have his son, B. F. Young, and J. W. Burns, R. L. Burns and Fred F. Burns associated with him in the business. Fred Burns, mgr. of the Hutchinson Flour Mills Co., will become mgr. of the new company and R. L. Burns will succeed him at Hutchinson about July 1.

Andale, Kan.—The tornado which destroyed the elvtr. of Otto Weiss and of which the wreck was shown in an engraving in the Journal June 10, page 919, killed the daughter of J. P. Sommerhauser, mgr. of the elvtr., who was assisting him in the office. Miss Sommerhauser was killed in the elvtr. yard. Mr. Sommerhauser was blown into a nearby garage and badly injured. Mr. Weiss is rebuilding the wrecked plant with 20,000 bus. capacity, as a studded iron clad elvtr., equipped with Richardson Automatic Scale.

HUTCHINSON LETTER.

The Wm. Kelly Mlg. Co. contemplates the erection of additional grain storage room. A new office will be erected on another site to make room for the annex.

The Kemper Grain Co. will discontinue its office here and Harry Stover, mgr., will be transferred to Enid, Okla., to take charge of a branch office for the company.

Hutchinson, Kan.—At the annual election of the Board of Trade the following officers were elected: Pres., George Gano; vice-pres., C. D. Jennings; sec'y, H. M. Talcott.

Robert Vance, who has been with the Kansas Grain Co., and Gus Oswald, formerly of the O. K. Grain Co., have formed a partnership and engaged in the grain business with offices in the Rorabaugh-Wiley Bldg. Mr. Oswald recently purchased a membership in the Board of Trade from his former partner, Joseph Koelsch.

WICHITA LETTER.

The J. H. Shearhod Grain Co. has quit the grain business.

William H. Kinney, pres. of the Wichita Flour Mills Co., died June 8, aged 76 years.

I have removed to Edgewater, Colo.—E. W. Noll, formerly with the Millers Grain Co.

The Woodside Smith Grain Co. has dissolved partnership and quit the grain business.—J. A. Woodside.

The Evans-Williams Grain Co. has been organized by W. L. Williams and C. M. Evans. The new company has bot a membership in the Board of Trade and has taken over the grain business and the line of elvtrs. of the W. L. Scott & Sons Grain Co.

At the annual meeting of the Board of Trade, held June 12, S. P. Wallingford was elected pres.; J. W. Craig, vice-pres.; L. H. Powell, H. Kaufman, C. M. Jackman and John Hays were elected directors for the 2-year term; E. M. Kelly, George Koch and John H. Moore for the one-year term. The new board of directors met June 13 and elected E. M. Kelly, treas.; J. H. Sherman, sec'y; Ray Campbell, attorney, and R. B. Waltermire, weighmaster.

KENTUCKY

Paducah, Ky.—The recently organized Paducah Grain & Elvtr. Co. incorporated; capital stock, $25,000; incorporators, E. O. Phelps, P. A. Jones, of La Center, and others. The company is remodeling an old building into an elvtr.

LOUISIANA

Jennings, La.—The Krielow Grain & Mercantile Co. has just completed a bonded warehouse, with a capacity of 100,000 bus. of rice, also a fireproof brick wholesale store, 120x100 ft. J. C. Lang owns and operates a 3,000-bu. grain elvtr., which is run by electricity. This is in connection with a 125,000-bu. rough rice warehouse. Both of these industries are located on the Southern Pacific.—X.

MARYLAND

BALTIMORE LETTER.

Baltimore, Md.—D. Yulee Huyett has severed his connection with Frame, Knight & Co.

Rates for the hire of grain bags this year have been advanced from 2c to 3c per bag for a period of 10 days and a pro rata charge will be made after that time.

Seabury Davies has applied for membership in the Chamber of Commerce. Gerald Frederick Earle, pres. of the Wheat Export Co., Inc., New York, has been admitted to membership.

Contract has been let for excavating for the foundations of the Pennsylvania Railroad Co.'s new 3,500,000-bu. elvtr., to take the place of Elvtr. No. 3 at Canton, which burned a year ago.

The damages awarded the steamship William van Driel amount to more than the capital stock of the Central Elvtr. Co. and the directors of the Chamber of Commerce accordingly have declared the elvtr. operated by that company irregular to protect holders of contracts. A few days later the Pennsylvania Railroad Co., owner of the leased elvtr. No. 1 at Canton assumed the operation of the house, and the directors on June 18 declared regular B. & O. Elvtrs. "B" and "C"; Northern Central Ry. Elvtr. No. 1 and Western Maryland Elvtr. at Port Covington.

MICHIGAN

Grand Haven, Mich.—Farmers are planning the erection of an elvtr.

Dimondale, Mich.—H. E. Elliott, of Detroit, is building an elvtr. here.

South Lyon, Mich.—C. L. Bailey has bot and taken possession of the elvtr. of J. D. McLaren & Co.

Bad Axe, Mich.—J. Bernard Ahearn, of Kinde, has secured a position with the Farmers Grain Co.

East Tawas, Mich.—J. E. Martindale, of Detroit, contemplates the erection of an elvtr. at this point.

Harbor Beach, Mich.—Ezral Dell, formerly agt. of the Michigan Bean Co., has removed to Woodland.

Carson City, Mich.—The Inter-County Elvtr. Co. has been incorporated with a capital stock of $20,000.

Edwardsburg, Mich. — The Carpenter Grain Co. will install a Hall Signaling Grain Distributor in its elvtr.

Morrice, Mich.—Earl B. Hepker, of Hemlock, is building coal sheds in connection with his recently acquired elvtr.

Chelsea, Mich.—The Bacon-Holmes Lumber, Grain & Coal Co. has increased its capital stock from $5,000 to $30,000.

Detroit, Mich.—The Union Depot Elvtr. has been closed for about 3 weeks while the annual repairs are being made.

Midland, Mich.—Improvements will be made in the Reardon Elvtr., which the Orr Bean & Grain Co. purchased from the Star Mills.

Marcellus, Mich.—The Marcellus Mlg. Co., operating an elvtr. and mill, has been incorporated with a capital stock of $75,000.

Ann Arbor, Mich.—The Madsen-Ryon Co., doing a grain business for some time, has been incorporated with a capital stock of $25,000.

Corunna, Mich.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, $40,000; incorporators, Joseph Rundell and others.

Posen, Mich.—The Posen Elvtr. Co. incorporated; capital stock, $5,000; incorporators, K. P. Kimball, pres., J. E. Martindale, general mgr., and others.

Pewamo, Mich.—J. Davern, prop. of the Pewamo Elvtr. Co., has turned the elvtr. over to his sons, Wm. and M. E. Davern, and will retire from business.

Lachine, Mich.—The Lachine Elvtr. Co. incorporated; capital stock, $5,000; incorporators, K. P. Kimball, pres., J. F. Martindale, general mgr., and others.

Hillman, Mich.—The Hillman Elvtr. Co. incorporated; capital stock, $5,000; incorporators, K. P. Kimball, pres., J. E. Martindale, general mgr., and others.

Grand Rapids, Mich.—We are not remodeling but are repairing and enlarging a small brick warehouse of minor importance.—Grand Rapids Grain & Mlg. Co.

Marlette, Mich.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, $40,000; incorporators, Thomas E. Keys, sec'y-treas., and others.

Albion, Mich.—The brick elvtr. of the Albion Holding Co. will soon be moved to its new foundation. It will be taken over and operated by the Farmers Co-operative Co.

Jackson, Mich.—The Wagner-White Co., Inc., has recently been organized to engage in the wholesale grain and feed business. W. A. Wagner is pres., L. A. White, vice-pres.-mgr., and D. B. White, sec'y-treas.

Mt. Pleasant, Mich.—Geo. H. Oliver has taken charge of our plant as supt. We are installing a new Richardson Automatic Scale and intend to make some changes in our mill during the next 2 weeks.—Harris Mlg. Co.

Grant, Mich.—The Grant Elvtr. Co. has been incorporated with a capital stock of $10,000, to operate the elvtr. formerly owned by J. H. Vandenbeldt. E. L. Wellman is pres., J. E. Maloney, vice-pres., Wm. H. Tausend, sec'y, and A. K. Dreuke, treas.

Grand Rapids, Mich.—The Lewellyn Bean Co. has purchased a site for a bean elvtr., which will have G. R. & I. and P. M. railroad connections. The building will be of brick construction instead of all steel as was intended. It will accommodate 600 workers and will include a bag plant for the manufacture of cotton and jute bags. Plans for the grain warehouse have been abandoned temporarily on account of the high cost of building material.

MINNESOTA

Erdahl, Minn.—The elvtr. of the Farmers Elvtr. Co. is closed.

Shevlin, Minn.—J. E. Peterson will install a cleaner in his elvtr.

Simpson, Minn.—Work on the new elvtr. at this station is progressing.

Erskine, Minn.—J. W. Widness will install a cleaner in his elvtr.

Magnolia, Minn.—The H. Poehler Co. will re-open its elvtr. which has been closed for some time.

Humboldt, Minn.—The Farmers Elvtr. Co. will install a cleaner in its elvtr.

Rothsay, Minn.—The Farmers Elvtr. Co. will install a new cleaner in its elvtr.

Fairmont, Minn.—The Rippey Grain & Mlg. Co. is planning to build a new office.

Long Prairie, Minn.—The Erwin Elvtr. Co. will install a 3½-h. p. electric motor for power in its elvtr.

Kenyon, Minn.—The Farmers Elvtr. Co. will erect a machinery warehouse of tile and brick construction.

Appleton, Minn.—Nels E. Johnson, mgr. of the Farmers Elvtr. Co. for 12 years, died of pneumonia recently.

St. Cloud, Minn.—Col. J. C. Munro, state weighmaster and grain inspector since 1891, died June 13, aged 74 years.

Hendricks, Minn.—The elvtr. of the Farmers Elvtr. Co. was struck by lightning June 5. The damage was slight as no fire resulted.

Shakopee, Minn.—W. Duffy has been appointed receiver to take charge of the business of the Farmers Elvtr. Co., whose elvtr. burned Apr. 26.

Belle Plaine, Minn.—Our elvtr., which is closed at present, will re-open for business next fall with Harry Rassmussen as mgr.—Farmers Elvtr. Co.

Byron, Minn.—T. O. Distad, of Hayfield, has bot the elvtr. which J. J. Grems has been operating for a number of years. His son, Obert Distad, will be in charge.

Audubon, Minn.—Andrew Peterson, formerly agt. of the Monarch Elvtr. Co., on July 1 will succeed H. A. Londeen as mgr. of the Farmers Elvtr. Co. Mr. Londeen will operate a 50-bbl. mill at Callaway.

Wabasha, Minn.—We are building a 75,000-bu. terminal elvtr. and cleaning house at this point. We recently purchased elvtrs. at Kenyon and Wanamingo from the Milwaukee Elvtr. Co.—R. E. Jones Co.

Butterfield, Minn.—L. O. Bjorlie has succeeded D. E. Nickels, who resigned as mgr. of the Farmers Elvtr. Co. A. West is now employed in the elvtr. of Hubbard & Palmer.

Warroad, Minn.—The Warroad Stock, Grain & Products Co. incorporated; capital stock, $50,000; incorporators, C. S. Blevins, pres.; R. S. Hart, vice-pres.; Claude Blevins, sec'y-treas., and T. F. Spreiter, general mgr.

Lewisville, Minn.—The Farmers Elvtr. Co. has built a 200-ton addition to its coal sheds, with cement floor. It also contemplates the installation of an automatic scale and other changes in its elvtr.—J. J. Crowley, mgr.

St. Paul, Minn.—A grain company is being organized, with a capital stock of $1,000,000, to build an elvtr. on the upper Mississippi River levee. L. M. Abbey, pres. of the Abbey Grain Co., is conducting the negotiations.—K.

St. Paul, Minn.—C. C. Chambers & Co., operating grain storage and cleaning plants in this city, have bot the 125,000-bu. elvtr. of the Pioneer Grain Co., on the Soo. Acording to report the Pioneer Grain Co. will erect a large elvtr. on the upper Mississippi River levee.

Blue Earth, Minn.—We have just completed an addition to our elvtr., which increases the capacity to 40,000 bus. It is up-to-date in every way with full basement under the elvtr. A furnace has been installed to heat the new office.—A. C. Stolte, mgr. Farmers Elvtr. Co.

Atwater, Minn.—The members of the Farmers Elvtr. Co., whose elvtr. burned a year ago when it was struck by lightning, could not agree to rebuild and decided to dissolve. A new company will be started. The Monarch Elvtr. Co. operates the only elvtr. at this station now.

Plainview, Minn.—The partnership existing between C. E. Richmond and M. J. Manchester in the firm of C. E. Richmond & Co. has been dissolved. Mr. Manchester, who will continue the business under the old name, has also taken over the elvtr., coal and feed business of the company at Viola.

DULUTH LETTER.

The Globe Elvtr. Co. will install a Hess Drier and Cooler in its terminal elvtr. here.

E. H. Conkey, Frank H. Higgins, of Ely, Salyards & Co., F. P. Houghton and Walter C. Poehler, of Minneapolis, have been admitted to membership in the Board of Trade. The memberships of J. F. Cargill, Leo J. Teske and Kenneth A. Scott have been withdrawn.

A. D. Thomson & Co., lessees of the Great Northern Elvtrs., have decided not to build this year the proposed 3,500,000-bu. annex for which they let contract to the Barnett & Record Co. The high prices of building material and the unsettled condition of the grain trade are the reasons given for the postponement.

John D. Shanahan is closing out the business of the Shanahan Grain Co. here and will take a position as cash grain specialist with A. D. Thomson & Co. He was formerly chief grain inspector at Buffalo, a member of the Wisconsin Grain & Warehouse Commission, and headed the grain standardization office of the federal government when that work was begun. Prior to forming the Shanahan Grain Co. he was connected with Spencer Kellogg & Sons, linseed oil manufacturers.

MINNEAPOLIS LETTER.

J. C. Wyman has resigned as a member of the arbitration com'ite of the Chamber of Commerce.

Louis A. Walling is now with Randall, Gee & Mitchell. He was formerly cash grain salesman for E. L. Welch & Co.

W. S. Tredway has resigned as office mgr. of the P. B. Mann Co., to accept a position as traveling solicitor for the Keystone Grain Co.

A market for oats for future delivery has been inaugurated by the Minneapolis Chamber of Commerce with a good volume of trade, in order to take care of hedging transactions.

The Quinn-Shepherdson Co. has commenced work on the 100,000-bu. terminal elvtr. for which it let contract to the T. E. Ibberson. This elvtr. will replace the one which burned Apr. 9.

Yerxa, Andrews & Thurston have let contract for the erection of 4 concrete grain tanks to the Barnett & Record Co. This annex will increase the storage capacity from 225,000 to 425,000 bus.

The Cargill Elvtr. Co. is erecting 20 concrete grain tanks, of 1,000,000 bus. capacity, at Elvtr. "T." James Stewart & Co. have the contract for this annex, which will increase the capacity to about 1,750,000 bus.

The Minnesota County Grain Dealers Ass'n will meet in this city on June 27, at the West Hotel at one o'clock, for dinner. A discussion of topics connected with the welfare of the grain dealers of the state will follow the dinner.—R. E. Jones, pres.

Elvtr. "X," operated by the Geo. C. Bagley Elvtr. Co., burned June 16. The loss is estimated at $225,000, of which about 75% is covered by insurance. The structure was of frame construction, covered with corrugated iron, and had a capacity of 850,000 bus. Its contents consisted of about 50,000 bus. of wheat and 30,000 bus. of flaxseed and screenings. The blaze was first seen in the top of the building and was probably caused by a hot box. Rebuilding plans have not been decided upon.

The following memberships in the Chamber of Commerce have been transferred: From F. A. Chandler to Chas. E. Lewis; Chas. O. Larson to T. E. Hagen; T. J. Cassidy to Burt P. Munson; J. A. Latta to H. S. Newell, of the Standard Grain Co., Duluth. The following memberships have been posted for transfer: E. A. James to Geo. E. Thompson; C. S. Hixon to F. C. Tenney and W. R. Midwood to Louis A. Walling, of Randall, Gee & Mitchell. Corporate privileges have been granted to the Saskatchewan Co-operative Elvtr. Co., Ltd., of Moose Jaw, Sask.

The Marfield Grain Co. has started work on the 225,000-bu. reinforced concrete transfer elvtr. and storage tanks for which it let contract to the Hickok Construction Co. This will replace the elvtr. burned Apr. 8 and will give the company a total storage capacity of 800,000 bus.

A plot to destroy the frame buildings of the Concrete Elvtr. Co. was discovered June 12 by firemen who were called to fight a blaze in a pile of grain doors near the buildings. After the blaze had been extinguished a quantity of oil-soaked waste was found under the doors. The damage was slight.

MISSOURI

Boynton, Mo.—O. A. Talbott & Co. have completed their new elvtr.

Kennett, Mo.—The erection of an elvtr. and roller mill is being discussed.

Colecamp, Mo.—Edgar Schwald is building an addition to his grain warehouse.

Sikeston, Mo.—The Scott County Mlg. Co. is planning to build elvtrs. at Vanduser, Perkins, Idalia and Randles.

Norborne, Mo.—W. H. Perrine & Co., of Chicago, Ill., who recently purchased an elvtr. here, will erect a new house.

Eldorado Springs, Mo.—J. E. Eichelberger, operating an elvtr. here for the past 2 years, has mysteriously disappeared.

St. Joseph, Mo.—The large concrete grain storage tanks, under construction for the Larabee Flour Mills Corporation, are practically completed and the roof will now be put on.

Palemon sta. (Norborne p. o.), Mo.—W. H. Perrine & Co., of Chicago, Ill., are completing a new elvtr. here which they will operate in connection with their recently acquired house.

Carrollton, Mo.—The Carrollton Grain Co. will install electric motors and discard the gasoline engines in its elvtr. The old office is being taken down and a new building will replace it.

Fulton, Mo.—The S. R. Yantis Mlg. Co. incorporated; capital stock, $75,000; incorporators, S. R. Yantis, S. W. Yantis and L. H. Holt. The company operates a 150,000-bu. elvtr. and 250-bbl. mill.

KANSAS CITY LETTER.

The Schrieber Grain Co. has moved to the 3rd floor of the Del Main Bldg.

Wallace Bagley, grain buyer for the Southwestern Mlg. Co., was married June 16 to Miss Gladys Crawford.

Frank Fleming, formerly traveling solicitor for B. C. Christopher & Co., is now with the Aylsworth Grain Co.

E. L. Morris has been appointed division supervisor of the federal grain standardization work in the Southwest, effective July 1.

The Armour Grain Co. has secured a license to do business in Missouri as a foreign corporation. The company is incorporated under the laws of New Jersey, with a capital stock of $1,000,000, of which $50,500 is to be employed in its operations in this state, with office in this city.

The directors of the Board of Trade adopted the following resolution June 15: Resolved, That effective June 16, 1917, all trading in July wheat and July corn be discontinued except to close existing contracts, with the exception that new sales of wheat and corn for July delivery are permitted when an absolute showing can be made to the directors of the Grain Clearing Co. that the grain is in position for immediate delivery, otherwise members trading in July wheat or July corn will be required to show evidence to the directors of the Grain Clearing Co. that such trades are to even up present contracts. It is the sense of the directorate that all of July contracts should be filled without unnecessary delay.

Kansas City, Mo.—The membership in the Board of Trade held by Arthur G. Evans has been posted for transfer to John F. McElvain. Both have been with the Moffatt Grain Co. for several years and Mr. Evans is now planning to make a change.

Col. John W. Moore, former pres. of the Board of Trade, died June 5, aged 77 years. In 1893 he organized the Moore Grain & Elvtr. Co. and continued in the grain business until 1900. His son, B. C. Moore, who is a grain dealer, and two brothers survive.

ST. LOUIS LETTER.

Members of the Merchants Exchange recently raised by individual subscriptions $1,500 for sufferers from recent storms. The money was turned over to the Red Cross.

Joseph Leipman, representing the Quaker Oats Co. here for the past 18 years, on July 1 will become ass't mgr. of the Dreyer Commission Co., handling grain and hay. Michael Simmons, of Albany, N. Y., has succeeded Mr. Leipman with the Quaker Oats Co.

MONTANA

Nohly, Mont.—Joel Johnson is now mgr. of our company.—Farmers Elvtr. Co.

Glasgow, Mont.—The Glasgow Flour Mlg. Co. is erecting additional storage room.

Suffolk, Mont.—The Farmers Elvtr. Co. has built a warehouse adjoining its elvtr.

Grass Range, Mont.—C. A. Anderson, of Denton, has bot the elvtr. of T. L. Fleming.

Cascade, Mont.—The State Elvtr. Co. is planning to increase its capital stock to $100,000.

Valier, Mont.—The Valier Elvtr. Co. has let contract for an up-to-date elvtr. to be built this summer.

Helena, Mont.—The Helena Mlg. Co. is out of business.—G. A. Bailey, mgr. McCaull-Dinsmore Co.

Stanford, Mont.—H. S. Anderson, who has been mgr. of the Farmers Elvtr. Co. for 5 years, will resign.

Melstone, Mont.—C. L. Emminger is now agt. of our elvtr. at this point.—Musselshell Valley Grain Co., Forsyth.

Havre, Mont.—The H. Earl Clack Co. has brot suits against 9 farmers for failure to deliver wheat on contract.

Sumatra, Mont.—G. L. Emminger is in charge of our elvtr. at this station.—Musselshell Valley Grain Co., Forsyth.

Choteau, Mont.—I have been transferred by the Rocky Mountain Elvtr. Co. from Carter to this station.—Fred Gewald.

Shelby, Mont.—The Equity Co-operative Ass'n has let contract for an up-to-date elvtr. to be completed before harvest.

Devon, Mont.—The elvtr. of the Gallatin Valley Mlg. Co. is closed and will not be opened for a couple of months.—X.

Great Falls, Mont.—The Royal Mlg. Co. has completed and is operating its new 2,000-bbl. mill in connection with its 400,000-bu. elvtr.

Lewiston, Mont.—The Judith Basin Elvtr. Co. incorporated; capital stock, $50,000; incorporators, E. A. Bradley, J. M. Gordon and others.

Moore, Mont.—D. O. McGuin is now agt. of the Montana Elvtr. Co. and Duncan & Dotson are mgrs. of the Moore Mlg. Co.—Farmers Elvtr. Co.

Comanche, Mont.—The elvtr. of the Occident Elvtr. Co. burned June 1, together with about 7,000 bus. of grain.—F. A. Stavely, agt. State Elvtr. Co.

Roundup, Mont.—C. J. Holme, who resigned as mgr. of the Farmers Elvtr. Co. at Donnybrook, N. D., is now grain buyer for the Farmers Elvtr. Co. here.

Gage, Mont.—We operate a 25,000-bu. elvtr., which is the only one at this station. J. M. Batschelet is pres., H. F. Whitman, sec'y-mgr., and W. J. Panks is buyer for our company.—Equity Co-operative Ass'n.

Sloan sta. (Cleiv p. o.), Mont.—I am in charge of the 30,000-bu. elvtr. of the Montana Elvtr. Co., which is the only one at this station.—Harry Wullenwaber.

Plains, Mont.—C. C. Willis is in charge of the elvtr. of Stanley Scearce and Hvot & Hvot operate an elvtr. and mill under the name of the Plains Flour Mill.

Kevin, Mont.—Thos. M. Sheehan is now agt. for A. Goeddertz, Jr. A scooper is buying grain at this station.—Carter Pendergast, mgr. Equity Co-operative Ass'n.

Reserve, Mont.—The Montana & Dakota Elvtr. Co. has no agt. here now. Martin Nelson is now mgr. of the Farmers Elvtr. Co. and H. C. Riley is agt. of the Victoria Elvtr. Co.—V.

Ronan, Mont.—The Montana Central Elvtr. Co. and 5 or 6 other line companies are planning on erecting a number of elvtrs. this season on the Dixon-Polson branch of the Northern Pacific.

Poplar, Mont.—The elvtrs. at this station are operated by the Imperial Elvtr. Co., Montana & Dakota Elvtr. Co., Rugby Elvtr. Co., Scott Smith, mgr.; Baine Grain Co., and our company.—Equity Co-operative Ass'n.

Square Butte, Mont.—The elvtrs. at this station are operated by the Montana Elvtr. Co., M. Mickie, agt.; Gallatin Valley Mlg. Co., T. Blackorby, agt., and our company.—R. E. Champlin, agt. Equity Co-operative Ass'n.

Stevensville, Mont.—Work is progressing on the 20,000-bu. elvtr. and 25-bbl. flour mill for which the recently incorporated Stevensville Flour Mill Co. let contract. The plant is being built on the N. P. and wil be completed about Aug. 1.

Gilford, Mont.—The elvtrs. at this station are operated by the Imperial Elvtr. Co., A. Wolfer, agt.; International Elvtr. Co., Roy W. Mitchell, agt.; Equity Elvtr. Co., W. J. Wiese, mgr., G. F. Munday, and our company.—Geo. M. Foster, agt. St. Anthony & Dakota Elvtr. Co.

Fairview, Mont.—The Equity Co-operative Ass'n has organized a local here, but is not figuring on an elvtr. as yet. The 3 elvtrs. here are operated by the Farmers Elvtr. Co., Independent Elvtr., B. L. Hardaway, owner, and our company.—Fairview Mill Co., per Warren Jennison.

Denton, Mont.—We have increased the capacity of our elvtr. to 40,000 bus. Geo. W. Wright is mgr. of the Independent Elvtr. Co., which will increase the capacity of its elvtr. to 40,000 bus. Geo. Bast is agt. of the Gallatin Valley Mlg. Co. and D. F. Walsh is agt. of our company.—Western Lumber & Grain Co.

Missoula, Mont.—The Hamilton Cereal & Flour Mill Co. has bot the 100,000-bu. elvtr., 125-bbl. mill and warehouse of the Western Montana Flouring Mill Co. which it will operate in place of its plant at Hamilton that burned last month. A 200-bbl. cereal mill will be built and the other buildings will be enlarged and operated, after Sept. 1 under the name of the Ravalli Cereal & Flour Co.

Livingston, Mont.—The Park County Mlg. Co. is laying the foundation for a concrete and wood 80,000-bu. elvtr. and 400-bbl. flour mill, which when completed will cost $31,000. M. L. Bateman is pres. and general mgr. of the company, which has a capital stock of $50,000. A side track will be installed by the Northern Pacific to the building, which will be 300x32 ft. The mill will have a capacity of 200 bbls. and will be enlarged if conditions warrant the increase.

Geraldine, Mont.—I understand that the Montana Elvtr. Co. will build an elvtr. and the McCaull-Webster Elvtr. Co. will rebuild its elvtr., which burned last winter. Mr. Marmerine is mgr. of the Equity Co-operative Ass'n, which bot the 35,000-bu. elvtr. of the State Elvtr. Co. I am in charge of the 40,000-bu. elvtr. of the Gallatin Valley Mlg. Co. The Greeley-Schmidt Elvtr. Co. has a 25,000-bu. elvtr. under construction. Wm. Wardman contemplates rebuilding his plant, which burned last summer.—O. A. Burdick.

Toston, Mont.—The 40,000-bu. elvtr. of the Montana Society of Equity has been completed. It is 32x36 ft. long and has an inclosed driveway 52 ft. long and a 20x32 ft. store room. Equipment includes 2 legs, 20-h. p. gasoline engine, 8-ton Fairbanks Morse Platform Dump Scale, automatic scales, cleaners, and a 9x18 two roll high feed mill.

Windham, Mont.—I am out of the grain business at present and have engaged in farming. Work is progressing on the 4 concrete grain tanks, of 40,000 bus. capacity, which the Equity Elvtr. Co. is building as an annex to its 25,000-bu. house. A warehouse has also been erected. H. S. Bockes is mgr. of the company. The Rocky Mountain Elvtr. Co. has closed its elvtr.—S. M. Sorenson.

NEBRASKA

McCool Jctn., Neb.—The Farmers Elvtr. Co. is building new coal sheds.

Agnew, Neb.—R. E. Hoover is the new agt. of the Nebraska Elvtr. Co.

Greeley, Neb.—The T. B. Hord Grain Co. is building a new office at its elvtr.

Orchard, Neb.—The Farmers Union will commence work soon on a fireproof elvtr.

Doane sta. (Benkelman p. o.), Neb.—O. M. Kellogg will build an elvtr. at this station.

Exeter, Neb.—A. Grául is now employed in the elvtr. of the Nye Schneider Fowler Co.

Lynch, Neb.—Rudolph Misek, agt. of the Nye Schneider Fowler Co., was married recently.

Ong, Neb.—The Farmers Union Ass'n is building a 20x32 ft. office and warehouse, with basement.

Elsie, Neb.—M. J. Monahan has succeeded Art Hanson, who resigned as mgr. of the Farmers Elvtr. Co.

Doniphan, Neb.—The Farmers Elvtr. & Mlg. Co. has been incorporated, with a capital stock of $25,000.

Cedar Bluffs, Neb.—The Equity Exchange has purchased an elvtr. and lumber yard at this point.

Arcadia, Neb.—The Wilsey Grain Co. will install a Hall Special Elvtr. Leg in its elvtr. at this station.

Waterbury, Neb.—The elvtr. of the Atlas Elvtr. Co. was slightly damaged when it was struck by lightning recently.

Cedar Bluffs, Neb.—The Equity Exchange has bot the elvtr. and lumber yards of the Cedar Bluffs Lumber Co.

Bradshaw, Neb.—The Central Granaries Co., operating an elvtr. here, has purchased additional land at this station.

Powel, Neb.—I have quit the grain business and am now farming. A. M. Strawhacker is my successor.—C. W. Samms.

Cook, Neb.—The name of the Cook Lumber & Grain Co. has been changed to J. A. Schoenthal & Co., headquarters Lincoln.

Potter, Neb.—The Farmers Grain & Mill Co. contemplates the installation of a mill this season in connection with its elvtr.

Oconto, Neb.—The elvtr. of the Omaha Elvtr. Co. was badly damaged by fire caused by sparks from a passing locomotive.

Burr, Neb.—Carl Straub, agt. of the Baker-Crowell Grain Co., was married June 6 to Miss Alice Hogarth, of Springfield.

Carroll, Neb.—Homer Fitzsimmons has been placed in charge of the recently acquired elvtr. of J. J. Mullaney, of Sioux City, Ia.

Hastings, Neb.—Construction work has been delayed on the 60,000-bu. elvtr. and 700-bbl. mill which the Jackson Mlg. Co. is building.

Hershey, Neb.—Leypoldt & Wickstrom have overhauled their elvtr. and installed a Richardson Automatic Scale and manlift. A room for storing feed has been added. The W. H. Cramer Construction Co. did the work.

Bloomington, Neb.—Wm. Bruce, of Holdrege, has bot the elvtr. of the E. Stockham Grain Co. and retained D. F. Walrath as agt.

Holdrege, Neb.—Howard James Johnson, of Johnson & Johnson, operating an elvtr., was married recently to Miss Gertrude McNish.

Cambridge, Neb.—W. A. Wagey has been retained as mgr. of the Farmers Grain & L. S. Ass'n for another year at an increased salary.

Havelock, Neb.—Neither of the elvtrs. at this point has been taken down and I do not think any overhauling will be done this year.—C. S. Venner.

Henderson, Neb.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, $25,000; incorporators, D. J. Krocker, J. J. Hofmann and others.

Bellwood, Neb.—Ed Forsee will be mgr. of the elvtr., which Adolf Yanike purchased from the Schaaf Grain Co. Possession will be given July 1.

Adams, Neb.—The Central Granaries Co. has erected coal bins and lumber sheds and will hardle all kinds of building material and coal.—C. S. Coffey, agt.

Lexington, Neb.—H. P. Neilson will overhaul his elvtr. and install a Richardson Automatic Scale. The W. H. Cramer Construction Co. has the contract.

Motala sta. (Minden p. o.), Neb.—Frank M. Saum has been requested by the stockholders of the Farmers Grain & Supply Co. to remain as mgr. at an increased salary.

Wood River, Neb.—We are still repairing the old elvtr., which we purchased from the Omaha Elvtr. Co. We will be ready for business about July 15.—Wood River Elvtr. Co.

Lincoln, Neb.—The firm of J. A. Schoenthal & Co. has been organized. Elvtrs. have been purchased at Cook, Alvo, Benedict and Daykin and will be operated from the offices at 622 First National Bank Bldg. in this city.

Hastings, Neb.—W. E. Hotchkiss, who has been Nebraska mgr. of the Hall-Baker Grain Co., of Kansas City, Mo., for the past 12 years, has resigned and accepted a position as western mgr. for the Norris Grain Co., of Chicago, Ill.

North Platte, Neb.—Leypoldt & Pennington are building a 20 ft. addition to their office and installing a heating plant. They are also erecting a 100-ft. coal shed and 64x40 ft. seed house. The W. H. Cramer Construction Co. has the contract.

Benedict, Neb.—The Van Wickle Lumber & Grain Co. has sold its elvtr. and coal business here to J. A. Schoenthal & Co., of Lincoln. I. L. Draucker, who recently resigned as agt. of the Wright-Leet Grain Co. at Liberty, will be in charge.

Platte Center, Neb.—The T. B. Hord Grain Co. is now operating the elvtr. which it recently purchased from the Omaha Elvtr. Co., with Lew Hoare as agt. The company has closed its other elvtr. here and Ed Burns, former agt., has been transferred to the company's elvtr. at Columbus.

Blue Springs, Neb.—The Farmers Elvtr. Co. has installed a new Birchard Distributor to replace its old one of the same make. On June 30 the company will close its grain year and balance the books for the past year's business, which has been the most successful year of its 15 years' career. During all this time it has had the same mgr. The company recently adopted the co-operative plan to conduct its business.—Wm. Craig, mgr.

Ellis, Neb.—We will build a 20,000-bu. wooden elvtr., with concrete bottom bins, and a 20,000-bu. oat house to replace our elvtr., which is now being taken down. The Farmers Grain Co. has let contract to A. F. Roberts for an elvtr., of about 27,000 bus. capacity, with a 14,000-bu. annex. This will double the grain storage capacity at this point and to a large extent overcome the car shortage during the rush season.—H. E. Foster, agt. Wright-Leet Grain Co.

Barneston, Neb.—The Farmers Union Elvtr. Co. is building an elvtr. The concrete foundation has been completed and the superstructure will be finished in about a month.

Colton sta. (Sidney p. o.), Neb.—The Farmers Elvtr. Co. has not started work as yet on the 15,000-bu. elvtr., for which it let contract in April to the R. M. Van Ness Construction Co.

Darr, Neb.—H. P. Neilson has overhauled his elvtr. and installed a new Fairbanks Wagon Scale and a Richardson Automatic Scale. The W. H. Cramer Construction Co. did the work.

OMAHA LETTER.

Omaha, Neb.—The E. Oswald Grain Co. incorporated; capital stock, $20,000; incorporators, Earl Oswald, M. H. Oswald and others.

Work has been started on the 500,000-bu. annex to the Independent Elvtr., owned by the C. G. W. Ry. It will be completed by Sept. 15.

The Grain Exchange Clearing Ass'n on June 18 re-elected its old officers and directors. E. C. Twamley is pres., H. K. Schafer, vice-pres., A. H. Bewsher, treas., and Frank P. Manchester, sec'y. The directors are: J. W. Holmquist, A. H. Bewsher, J. H. Wright, Jr., H. K. Schafer and E. C. Twamley.

The Grain Exchange held a meeting recently and adopted resolutions asking the Nebraska senators and representatives in congress to support the food conservation bills that have been introduced and are in com'ite. Preliminary action, looking to the securing of seed wheat for next year for the farms of Nebraska was started. Com'ites will be appointed at a subsequent meeting and they will be instructed to ascertain the quantity of wheat that will be required. These com'ites later on will get in touch with elvtr. and warehouse men with a view to making plans for the distribution of seed.

NEW ENGLAND

Fall River, Mass.—Peter Deschamps is erecting a wooden grain building at a cost of $3,500.

Westerly, R. I.—We are now working on plans for a new elvtr. to replace the one which burned Mar. 22.—C. W. Campbell Co.

Boston, Mass.—F. Elmer Fenton, for 12 years associated with the late Mark Shultis, has engaged in the grain business on his own account.

New Haven, Conn.—R. G. Davis & Sons have let contracts for a wooden elvtr. It will be 23x29 ft. and 70 ft. high and will cost $3,000.—K.

Auburn, Me.—The J. S. P. H. Wilson Co. sustained a loss of $25,000, partly covered by insurance, when its grain store was damaged by a recent fire.

Mansfield, Mass.—The Mansfield Mlg. Co. has moved into the office of its new elvtr. and mill, now being completed to replace the plant, which burned last fall.

Russell, Mass.—H. T. Boynton has taken down his old grain building and is rebuilding it. T. H. Rogers has moved his grain business to another location.—C.

Woburn, Mass.—Cummings, Chute & Co. are erecting a large grain mill to replace their plant, which was damaged in April to the extent of more than $40,000.

Pawtucket, R. I.—Ray B. Skinner, who recently bot the new fireproof elvtr. and warehouse of Peter Lennon, will operate under the name of the Skinner Mlg. Co.

West Bridgewater, Mass.—George A. Sylvester, who recently bot the grain, hay and coal business of George S. Drake, will build a 15-ft. addition to the east end of the elvtr. for an office. The scales will be moved so that the weighing can be done in the office.

NEW JERSEY

Perth Amboy, N. J.—The firm of M. Mortensen & Co. has been organized, with a capital stock of $25,000, to handle grain, hay and feed.

NEW YORK

Rochester, N. Y.—The Rochester Grain & Hay Corporation incorporated; capital stock, $10,000; incorporators, G. R. Miller, G. R. and R. J. Bantel.

Buffalo, N. Y.—The channel from the entrance of the Buffalo Creek to the Exchange Elvtr. has been completed and vessels drawing 20 ft. can now come up to the elvtr.

Buffalo, N. Y.—Geo. H. Wilson, formerly in the grain business here and for 20 years head of the Frontier Elvtr. and also in charge of the old Niagara Elvtr., died recently at Manchester, England.

NEW YORK LETTER.

E. W. Wagner & Co., of Chicago, Ill., bot and took over June 11 the business of Renskorf, Lyon & Co., members of the New York Stock Exchange.

The Produce Exchange has purchased and equipped an ambulance to be sent to France as a gift of the members. It will be known as the New York Produce Exchange Ambulance.

Wm. H. Kemp, who has just completed his term as pres. of the Produce Exchange, received a beautiful hand-hammered silver service of 8 pieces from the members as a token of their appreciation and esteem.

Robert Moore, sales mgr. for William R. Craig & Co., grain and cotton brokers, is in custody charged with larceny of $65,000 of the company's money. He has been with the company 13 years and was receiving a salary of $100 a week.

John T. Schenck, formerly in charge of the branch office of Thomson & McKinnon and a member of the Produce Exchange, and Herbert L. Bodman, of Milmine, Bodman & Co., have enrolled in the Officers' Reserve Corps at Plattsburg.

Chas. F. Watt, of the Export Grain Co., Inc., and Edward A. Cudahy, have applied for membership in the Produce Exchange. Harry G. Gere, Benjamin Block, of Block, Maloney & Co., and Walter G. Straub, of N. V. Van Waverens Graanhandel, have been admitted to membership.

Charles Leopold, who has been with the grain inspection dept. of the Produce Exchange since 1880, has severed his connection with it to become vice-pres. and treas. of Shaw & Truesdell, elvtr. owners and grain and feed dealers of Brooklyn. Ed. C. Wiemann, who has been with the dept. for 19 years, will succeed Mr. Leopold.

The Produce Exchange has elected the following officers to serve during the ensuing year: Pres., Richard A. Claybrook; vice-pres., Edward Flash, Jr.; treas., Edward R. Carhart. The board of mgrs. is composed of J. B. Snull, Lyndon Arnold, E. R. Freeman, L. W. Forbell, Geo. W. Blanchard and W. A. Johns. John V. Jewell was chosen to serve 3 years as trustee of the gratuity fund.

NORTH DAKOTA

Amidon, N. D.—Farmers are considering the erection of an elvtr.

Lisbon, N. D.—The Farmers Elvtr. Co. will build an elvtr. here.

Esmond, N. D.—Farmers are planning the erection of an elvtr. this summer.

Killdeer, N. D.—The Equity Elvtr. Co. has opened its new elvtr. for business.

Sharon, N. D.—E. T. Mickelson is now mgr. of our company.—Farmers Elvtr. Co.

Mapleton, N. D.—The Andrews Grain Co. has bot the elvtr. of the Mapleton Elvtr. Co.

Temvik, N. D.—The Farmers Elvtr. Co. is building coal sheds in connection with its elvtr.

Timmer, N. D.—Albert Krueger has purchased a half interest in the elvtr. at this station.

Stanton, N. D.—Work has been started on a 50,000-bu. cribbed elvtr. for the Farmers Elvtr. Co.

Dickinson, N. D.—The Farmers Elvtr. Co. is building a large machinery warehouse in connection with its elvtr.

Cayuga, N. D.—C. J. Johnson, of Peever, will take charge of the elvtr. of the Johnson & Norman Grain Co.

Webster, N. D.—Harold Gozee, formerly agt. of the St. Anthony & Dakota Elvtr. Co., is now at Rudyard, Mont.

Adams, N. D.—Geo. E. Springsted, formerly mgr. of the Farmers Elvtr. Co. here, is now located at Crystal.—W. A.

Oberon, N. D.—The Monarch Elvtr. Co. has completed the 30,000-bu. elvtr. for which it recently let contract to C. E. Bird & Co.

Geneseo, N. D.—The elvtr. of the Cargill Elvtr. Co. has been closed for the season and C. T. Fystrom, former agt., is now at Peever, S. D.

Northwood, N. D. — The Northwood Equity Elvtr. Co. has bot the elvtr. and other property of the Farmers Elvtr. Co., paying $8,000.

Powell, N. D.—Two men have been arrested charged with entering the elvtr. here on June 7 and stealing steel and brass articles attached to the machinery.

Fargo, N. D.—The Directors & Mgrs. Ass'n of Farmers Elvtrs. of North Dakota is holding its semi-annual meeting July 24, 25 and 26, instead of July 10 to 12, as was intended.

Wimbledon, N. D. — The Wimbledon Farmers Elvtr. Co. has let contract for a 35,000-bu. elvtr. to L. Buege. It will cost $10,180 and will replace the elvtr., which burned Mar. 11.

Mandan, N. D.—We sold out our lumber and machinery business to the Thompson Yards in January. We retained the elvtr. for the purpose of storage.—E. R. Lanterman, sec'y Haight Lumber & Machinery Co.

Armourdale sta. (Elsberry p. o.), N. D.—The recently organized Equity Elvtr. Co. incorporated; capital stock, $15,000; incorporators, John Juntunen, of Perth, T. E. Close, of Rock Lake, and Otto Pikkarainen, of Hansboro.

Cooperstown, N. D.—I resigned Apr. 1 as agt. of N. J. Olsen & Sons and am now engaged in farming at Malta, Mont., having filed on a homestead. I intend to reenter the grain business at a future date.—R. H. Murry.

Selz, N. D.—The Victoria Elvtr. Co., of Minneapolis, Minn., bot and took possession May 1 of the 38,000-bu. elvtr. of Ell Schmitz. Coal will be handled in connection with the elvtr., which has been idle for the past year.

Stirum, N. D.—The fire, which destroyed the new elvtr. and coal sheds of the Farmers Elvtr. Co. May 15, was caused by an overheated bearing in the upper part of the elvtr. Four carloads of grain burned. Loss, $25,000; insurance, $15,000.

Glen Ullin, N. D.—We have built a 30x40 ft. addition to our elvtrs., with up-to-date office and warehouse for machinery. We also painted our new and old buildings and will install electric motors later on.—R. A. Von Hagen, mgr. Farmers Elvtr. Co.

Auburn, N. D.—We are installing another leg in our elvtr., but are not erecting a new plant. We are now building a residence for our mgr., A. C. Anderson. The elvtr. of the Monarch Elvtr. Co. has been closed for 3 months. It will be opened for the next crop.—Farmers Elvtr. Co.

Bismarck, N. D.—The new grain grading law was considered at a conference here June 13 between Dr. E. F. Ladd and the state railroad commission. Mr. Ladd said: Full rules will be promulgated following the July meeting of the commission in Fargo. It is not believed that many state deputies will be named this year, but all elevator men who apply and comply with the requirements of the law will be given licenses. In the state there are 2,197 elevators, which probably will mean issuing that number of licenses.

Ft. Clark, N. D.—The Farmers Union is planning to build an elvtr. if the crops are good. The Ft. Clark Elvtr. Co., which recently changed hands, will be operated under the same name. This company and the Powers Elvtr. Co., of which I am agt., operate 50,000-bu. elvtrs. here.—Christ Mathis, agt.

Fairmont, N. D.—We have sold our entire plant to the Osceola Mill & Elvtr. Co., of Osceola, Wis. The property will be completely overhauled and some new equipment added. It is expected that the new owners will begin operation by Sept. 1.—Fairmount Equity Co-operative Mill & Elvtr. Co., per Peter Mergens, sec'y.

Wimbledon, N. D.—The Farmers Co-operative Grain & Supply Co., has been incorporated, with a capital stock of $20,000, to operate local elvtrs. and handle grain, lumber, coal, flour and twine. J. S. Johnson is pres. and R. C. Zimmermann, sec'y, of the company, which is the 2nd farmers elvtr. company at this station. A 33,000-bu. up-to-date elvtr. will be erected to handle the coming crop.

OHIO

Delphos, O.—The Geo. F. Lang Mlg. Co. is taking down its old elvtr.

McCutchensville, O.—S. A. Wenner is now mgr. of the Farmers Elvtr. Co.

Glen Karn, O.—We have succeeded A. M. Richards & Sons.—Glen Karn Grain Co.

Cleveland, O.—The Big Four Mlg. Co. has reduced its capital stock from $75,000 to $1,250.

Hamler, O.—The Hamler Grain & Stock Co. will install a Hall Signaling Grain Distributor in its elvtr.

Clyde, O.—Eli Miller, aged 70 years, formerly engaged in the grain business, died recently of heart disease.

Cecil, O.—We sold our elvtr. to Teegarden & Sons, of Duvall.—Farmers Elvtr. Co., per A. M. Courtright, sec'y.

Lexington, O.—The Cockley Mlg. Co. operating an elvtr., has reduced its capital stock from $50,000 to $1,000.

St. Paris, O.—We are installing a new grain cleaner and manlift in our elvtr.—Jess Lewis, mgr. Lock Two Grain & Mlg. Co.

Mt. Blanchard, O.—The Farmers Elvtr. Co. incorporated; capital stock, $20,000; incorporators, Mark W. Bennett, Osborn S. Bell and others.

St. Henry, O.—H. E. Landman, who has been mgr. of the Western Ohio Grain & Mlg. Co. plant, has purchased the large milling plant here.

Dayton, O.—The Miami Valley Grain Dealers Ass'n held its semi-annual business and social meeting June 14. Necessary margins of profit in handling wheat oats and corn were discussed.

Casstown, O.—F. S. Swearingen has purchased the interests of Brandt Bros. in the firm of Swearingen & Brandt Bros. at this place and it will be known hereafter as the Swearingen Grain Co.—A. J. G.

Cleveland, O.—Martin Doyle, traffic mgr. for the Cleveland Grain Co. for the past 8 years, died suddenly June 8 while in his office. Mr. Doyle, who was 47 years of age, is survived by his widow and four children.

Erlin sta. (Fremont p. o.), O.—The recently organized Farmers Elvtr. & Supply Co. incorporated; capital stock, $15,000; incorporators, George Meek, John Stokes and others. An up-to-date steel tank elvtr. will be built.

Canton, O.—We are now operating elvtrs. at Rootstown, Atwater, Homeworth, Alliance and Maximo. These 5 elvtrs. have a capacity of 5,000 bus. of wheat each, located on the Penna. line. We also have an elvtr. at Robertsville and one at Hartville, of the same capacity, located on the W. & L. E. R. R., and have in mind 8 or 9 locations at which we figure on building.—Canton Feed & Mlg. Co., per C. S. Lothamer, mgr.

Wilmington, O.—The Wilmington Grain & Mlg. Co. has brot suit against the Dewey Bros. Co., of Blanchester, to recover $110.64 damages for rejection of a car of wheat shipped from Wilmington to Leesburg in November, 1916.

Pulaski sta. (Bryan p. o.), O.—Work is progressing on the 20,000-bu. elvtr. for which the Farmers Grain & Elvtr. Co. recently let contract to A. H. Richner. The building, which will be equipped with a feed mill of 1½ tons per hour capacity, will cost about $15,000.

Mechanicsburg, O.—Owing to the failing health of my brother, T. J. Long, I took over the Long Mill & Elvtr. at this place on May 1 and am operating the plant in connection with my plant at London. My brother has returned to our old home in Athens, Tenn., where he has a flour mill and electric light plant.—J. A. Long, London.

CINCINNATI LETTER.

Cincinnati, O.—Roger H. Ferger, of the Ferger Grain Co., has applied for membership in the Chamber of Commerce. He will succeed Walter Buhrman as city salesman for the company.

The directors of the Grain & Hay Exchange of the Chamber of Commerce on June 6 appointed a com'ite, composed of E. A. Fitzgerald, C. S. Custer, August Ferger, H. Lee Early and H. E. Richter to co-operate with com'ites from grain exchanges thruout the country in the aid of national defense. The headquarters will be at Washington and the purpose is to assist the Government in handling grain matters during the war.

Cincinnati, O.—The following amendments to the rules and regulations for the government of the wholesale grain and hay trade recently adopted by the directors of the Chamber of Commerce, effective June 15, have been forwarded to the members of the Grain & Hay Exchange: The minimum commission per car on ear corn shall be $10. The minimum commission per car on oats shall be $10. The rates of commission provided in the foregoing shall apply to all consigned shipments to this market, whether drafts are paid by the local receiver or not, and when commodities are ordered reconsigned, the full commission shall be charged. All cars of grains unloaded in the Cincinnati terminal shall be warranted, and the cost of the warrants shall be divided equally between the buyer and the seller. The purchaser of any commodity on which a warrant has been issued shall take up the warrant within ten days from date of purchase. If the buyer fails to take same up within the time specified, the seller shall report the matter to the Board of Directors of the Grain and Hay Exchange for such action as they may see fit to take.

TOLEDO LETTER.

Toledo, O.—The Lake Erie Mlg. Co. has removed its office from the Second National Bank Bldg. to its mill at Front and Treadwell Sts., East Toledo.—Chas. W. Mollett, mgr.

E. W. Wagner & Co., of Chicago, have installed a private wire on the floor of the Produce Exchange, with Martin W. Murphy, formerly mgr. for A. O. Slaughter & Co., who withdrew recently, in charge.

The Toledo Seed & Oil Co. has been reorganized with George A. Vradenburg, sec'y-treas. of the old company, as vice-pres. and general mgr. of the new one. The company is now controlled by the Archer-Daniels Linseed Co., of Minneapolis, Minn. The capacity of the plant will be increased 50%.

The Ohio Grain Dealers Ass'n will hold its annual meeting June 26 and 27 instead of June 27 and 28, as had been planned. H. I. Shepard, of this city, will deliver an address on "Financing the Grain Business," V. E. Butler, of Minneapolis, Minn., on "Observations by the Wayside," and E. C. Eikenberry, of Camden, on "Today and Tomorrow in the Grain Trade." The reports from local ass'ns will be heard June 27.

An Important Announcement

See the

Rosenbaum Review

for June 30

And for efficient, prompt, satisfactory service always the

J. Rosenbaum Grain Co.

Postal Telegraph Bldg.
CHICAGO

Branches:

Terminal Elevators,
Kansas City.
Omaha
Oklahoma City
Fort Worth
Galveston
New Orleans
New York

The Produce Exchange will allow No. 3 red wheat to be delivered on contracts at 5c discount. It also proposes to make No. 1 northern spring wheat deliverable without discount.

OKLAHOMA

Granite, Okla.—Farmers are organizing an elvtr. company.

Okarche, Okla.—I purchased the elvtr. of W. B. Johnson on June 1.—Harry Hunter.

Weatherford, Okla.—The Farmers Union Exchange is receiving bids for a 16,000-bu. elvtr.

Ingersoll, Okla.—The Cherokee Mills, of Cherokee, recently purchased an elvtr. at this station.

Willow, Okla.—The Cox-Henry Grain Co. has purchased a site and will erect an elvtr. at once.

Guymon, Okla.—The Jordan Elvtr. Co. is enlarging its plant to double its grain handling capacity.

Walter, Okla.—R. H. Drennan & Co. are installing a Midget Marvel Mill in their elvtr.—H. H. Wegener.

Augusta, Okla.—The Chalfant-Nelson Grain Co. will rebuild its old elvtr., making the capacity 20,000 bus.

Wagoner, Okla.—Mr. Hutchinson has bot and taken possession of the Wagoner Roller Mill, formerly owned by J. B. Cook.

Yewed sta. (Lambert p. o.), Okla.—The Cherokee Mills, of Cherokee, have let contract for the erection of an elvtr., on the Orient.

Calumet, Okla.—The elvtr. of the Oklahoma Mlg. Co. burned June 13 with a loss of about $3,000, half covered by insurance.

Enid, Okla.—The Enid Mlg. Co. is increasing its storage capacity to 300,000 bus. and making other improvements at a cost of $30,000.

Strang, Okla.—The recently incorporated Cherokee Grain & Mercantile Co. will erect an elvtr. John Wyly is mgr. of the company.—X.

Forgan, Okla.—The Bolin-Hall Grain Co. has closed its elvtr. until about Aug. 1, when it will be re-opened with a new mgr. in charge.

Binger, Okla.—The 30,000-bu. elvtr. owned by G. G. and F. M. Fulkerson will be overhauled and a new engine installed this season.—Chas. Wilson, mgr.

Kildare, Okla.—John Dean is overhauling the elvtr. which he recently purchased from the Hawthorn Grain Co.—J. Bergholt, mgr. Kildare Elvtr.

Wetumka, Okla.—Work is progressing on the elvtr. and 30x100 ft. warehouse, for which the Brazil Mill & Elvtr. recently let contract to M. M. Pond.—K.

Nowata, Okla.—Work is progressing on the 18,000-bu. elvtr. for which A. D. Young recently let contract. It will be completed in July at a cost of $7,000.

Manchester, Okla.—The Blackwell Mlg. & Elvtr. Co. has bot the old Farmers Elvtr. from the Feely Estate. It will be taken down and a new elvtr. will replace it.

Hennessey, Okla.—We have deferred the construction of an elvtr. for the present. The report that we had already let contract is incorrect.—Star Mill & Elvtr. Co.

Chelsea, Okla.—U. S. Jeffries, mgr. of the Chelsea Mill & Elvtr. Co., is transferring his grain and milling interests to his sons. Mr. Jeffries is now county treas.

Butler, Okla.—We are milling and shipping wheat. L. J. Pierce is pres.; J. B. Cravens, treas.; James Choplin, sec'y, and D. O. Nichols is mgr. of our company.—Farmers Union Exchange.

Ashley sta. (Alva p. o.), Okla.—W. H. Creech has succeeded Ben Douglas, who resigned as mgr. of the Farmers Grain, Lumber & Coal Co. to engage in business on his own account at Noel.

Enid, Okla.—The recently organized Oklahoma Flour Mills Co. is building a mill, of hollow tile construction, which will be completed this month. An elvtr. of the same material will be erected later.

Greenfield, Okla.—Work is progressing on the 20,000-bu. iron clad corn and wheat elvtr. which the Geary Mill & Elvtr. Co., of Geary, is building to replace a 5,000-bu. house. The White Star Co. has the contract.

Hollis, Okla.—The Hollis Mill & Elvtr. Co., which was recently incorporated with a capital stock of $10,000, is installing a Midget Marvel Mill in connection with its new 10,000-bu. elvtr. T. Tyler is mgr. of the company.

Rocky, Okla.—Harry Dunn has commenced the erection of a 15,000-bu. elvtr. The White Star Co. has the contract. Equipment includes a 10-h. p. Fairbanks Engine, Richardson Automatic Scale and Safety Manlift.

Lucien, Okla.—G. G. Black and W. M. Black have purchased the elvtr. of Donahey & Plumer. W. M. Black, for many years in the grain business in Oklahoma, will be mgr. of the elvtr., which is now being repaired to handle the new crop.

Carter, Okla.—The Co-operative Ass'n is erecting a 10,000-bu. elvtr., using stave silos. I will be mgr. of the elvtr. which G. G. Black, of Hollister, is building at this station. It will be equipped with up-to-date machinery.—E. G. Black.

Lone Wolf, Okla.—The recently incorporated Farmers Grain Co. has let contract for a 16,000-bu. elvtr. to the White Star Co. Equipment includes a Richardson Automatic Scale, Fairbanks Wagon Scale, steel manlift and Eureka Oats Clipper.

Rocky, Okla.—I am building a 9,500-bu. elvtr., iron clad and with up-to-date equipment. It will be completed about July 1 by the White Star Co., which has the contract. The Wheeler Grain Co. and the Hobart Mill & Elvtr. Co. are overhauling their elvtrs.—Harry Dunn.

Optima, Okla.—Work is progressing on the 25,000-bu. elvtr. for which the recently incorporated Farmers Equity Exchange let contract to the White Star Co. Equipment includes a 15-h. p. engine, Richardson Automatic Scale, Fairbanks Wagon Scale and steel manlift.

Oklahoma City, Okla.—The following district meetings were held for the purpose of advancing grain shipping interests of Oklahoma: El Reno, June 18; Frederick, June 19; Clinton, June 20; Woodward, June 21; Carmen, June 22, and Enid, June 23.—C. F. Prouty, sec'y Oklahoma G. D. A.

Blackwell, Okla.—The Larabee Flour Mills Corporation, of Hutchinson, Kan., has bot 6 of the 7 elvtrs. of the Deer Creek Elvtr. Co. in northern Oklahoma, located at this place, Nardin, Deer Creek, Numa, Medford and Clyde sta. (Medford p. o.), all on the Santa Fe R. R. The company retains its elvtr. at Waynoka.

Claremore, Okla.—The Oklahoma branch of the Pittman & Harrison Co., located at this place since July, 1912, has been disposed of, and the name changed to the O'Bannon Co. The new company is controlled by Dick and Frank O'Bannon, who have been active in the direction of the business for 24 and 8 years, respectively, and will expand largely upon the seed operations of this company's plant, thru increased storage, increased cleaning facilities and country-wide distribution.

OREGON

Dallas, Ore.—The Farmers Union is building a grain warehouse.—K.

Roseburg, Ore.—The Oregon Fruit Co. is planning the erection of a grading, cleaning and polishing plant for beans in this city.

Portland, Ore.—J. L. Neil, mgr. of the office of M. H. Houser at Spokane, Wash., on July 1 will succeed Sherman Draper, who will resign as assistant to Mr. Houser. Mr. Draper, whose health is failing, will probably embark in the grain business again after a good rest.

Maupin, Ore.—The recently organized Maupin Warehouse Co. has let contract for the erection of an elvtr.—Peter Kilbing, sec'y-treas.

Portland, Ore.—The grain elvtr. bonds were passed June 4 by an overwhelming majority and it is aimed to begin construction in 3 or 4 months. The elvtr. bins will be of concrete and will be absolutely fireproof. The warehouse will be of wooden construction. The capacity of the first unit and adjoining warehouse will be about 2,000,000 bus.

PENNSYLVANIA

Lancaster, Pa.—Owen P. Brosius is now traveling representative of Jonas F. Eby & Son, wholesale grain and feed dealers.

West Newton, Pa.—We sold our grain business and mill May 2 to Sutton & Greenawalt, who will handle grain, flour and dairy feeds and do a wheat and corn milling business.—Weddle & Sutton.

Harrisburg, Pa.—A. L. Landis, formerly mgr. of the grain warehouse of the Paxton Flour & Feed Co. at Bowmansdale, is now mgr. of the company's warehouse here, succeeding W. Nelson Williams, who is seriously ill.

PITTSBURGH LETTER.

D. E. Austin, member of the Grain & Hay Exchange, has retired from the grain business to engage in farming.

The following officers have been elected by the directors of the Grain & Hay Exchange to serve during the ensuing year: Pres., Geo. C. Jaeger; vice-pres., Charles Kellner; sec'y, John Dickson; treas., W. A. McCaffrey. G. A. Burson continues as supt. The directors are W. A. McCaffrey, James McCune, A. J. Gosser, John Dickson, D. V. Heck, Chas. Kellner and George C. Jaeger.

SOUTH DAKOTA

Rutland, S. D.—E. Schulz has installed a manlift in his elvtr.

Stickney, S. D.—The Farmers Elvtr. Co. has installed a manlift.

Sioux Falls, S. D.—The office of W. Z. Sharp has been enlarged.

Bruce, S. D.—The F. F. Ribstein Grain Co. is enlarging the office of its elvtr.

Miller, S. D.—The Farmers Elvtr. Co. has re-opened its elvtr. with D. H. Smith as mgr.

Rowena, S. D.—The recently incorporated Farmers Elvtr. Co. has bot the north elvtr. of the German Grain Co.

Herrick, S. D.—E. G. Wichener, agt. of the Nye Schneider Fowler Co., died recently folowing an operation.

Ferney, S. D.—The Ferney Farmers Elvtr. Co. has closed its elvtr. on account of the slow grain movement.

Freeman, S. D.—M. K. Hofer has wrecked his old elvtr. and will build a 50,000-bu. house to replace it.

Avon, S. D.—Our elvtr. was struck by lightning and destroyed by the resultant fire. We will rebuild as soon as possible. —John Burbeck.

Conde, S. D.—The Farmers Elvtr. Co. incorporated; capital stock, $25,000; incorporators, E. H. Smith, C. Leigh and George S. Perry.

Loomis, S. D.—We are installing a 7½-h. p. electric motor and expect to have it in operation by July 1.—Farmers Elvtr. Co., per G. F. Bock, mgr.

Morristown, S. D.—A. K. Moehn resigned May 15 as mgr. of the Farmers Elvtr. Co. on account of failing health. J. A. Olson is temporarily in charge.

Langford, S. D.—Frank McGovern resigned June 1 as mgr. of the Farmers Elvtr. Co. at Aberdeen to become mgr. of the Farmers Elvtr. Co. here.

Wessington, S. D.—The Farmers Co-operative Co. incorporated; capital stock, $100,000; incorporators, F. P. Stowman, J. D. McNair and Geo. D. Costenson.

Peever, S. D.—I am now mgr. of the elvtr., which the Norman & Johnson Grain Co. purchased from N. A. Rudning.—C. T. Fystrom, formerly at Geneseo, N. D.

Wessington, S. D.—The recently organized Farmers Co-operative Co. incorporated; capital stock, $100,000; incorporators, F. P. Stowman, J. D. McNair and Geo. D. Costenson.

Lake Preston, S. D.—Work is progressing on the 32,000-bu. elvtr. for which the Co-operative Elvtr. Co. recently let contract to the Honstain Bros. Co. It will cost about $12,000.

New Effiington, S. D.—The recently incorporated Farmers Elvtr. Co. has purchased the elvtr. of the Independent Elvtr. Co. and will take possession July 15. The purchase price was $7,500.

Lantry, S. D.—J. E. Sever is pres., S. A. Talbott, vice-pres., and Paul Speker, sec'y-treas. of the recently organized Farmers Equity Union which will build a 20,000-bu. elvtr. on the C. M. & St. P.—X.

Dupree, S. D.—J. J. Walters has been appointed mgr. of the Dupree Equity Exchange, which is building a 25,000-bu. up-to-date elvtr., equipped with 2 legs. L. Buege has the contract for the building which will cost about $8,000.

Letcher, S. D.—The elvtr. of the South Dakota Grain Co. burned about 4 o'clock on the morning of June 17. Loss, $9,500; about $7,200 insurance. The fire is supposed to have been started by tramps. It is believed that the company will erect a new plant.

Spearfish, S. D.—Work is progressing on the elvtr. now being erected in connection with the flour mill, known as the Spearfish Mlg. Co., which is owned by L. W. Valentine and operated under lease by W. S Knight and Jas. Pike. The farmers did not succeed in organizing an elvtr. company here.—Fred B. Estes.

SOUTHEAST

Bellville, W. Va.—The Bellville Mlg. Co. will install a Hall Signaling Grain Distributor in its elvtr.

Parkersburg, W. Va.—The grain warehouse of the Peerless Mlg. Co. burned recently with a loss of $25,000.

Tampa, Fla.—Howard Miller, of the Miller-Jackson Grain Co., will be married this month to Miss Ruth Yeomans.

Bluefield, W. Va.—W. D. Thornhill, member of the brokerage firm of Reynolds & Thornhill, died June 1 at the age of 55 years.

Rome, Ga.—The Farmers Grain & Food Co. incorporated; capital stock, $10,000; incorporators, T. J. Simpson, J. Cumming and others.

Birmingham, Ala.—Fire damaged the elvtr. of the Western Grain Co. June 18, causing a heavy loss. Repairs will be made at once.

Moultrie, Ga.—The Moultrie Mill & Elvtr. Co. has been organized by W. J. Matthews and others to build and operate a 25,000-bu. elvtr. here. It will be ready to handle business next fall.

Atlanta, Ga.—Smith & Martin dissolved partnership on June 1. The offices in the Third National Bank Bldg. will be retained by Theodore W. Martin, who will conduct a grain, flour and feed brokerage business on his own account. Edward E. Smith has engaged in the grain and hay commission business with offices in the Healy Bldg.

TENNESSEE

Memphis, Tenn.—The grain warehouse of the Pease & Dwyer Grain Co. recently burned. Loss, $3,000.

Memphis, Tenn.—The fire in our plant was insignificant and we were running at full capacity the following day.—G. E. Patteson & Co.

Waverly, Tenn.—We are planning to build an up-to-date elvtr., of from 10,000 to 15,000 bus. capacity, equipped with bins, sheller and a mixed feed mill.—Waverly Grain Co., per J. D. Porch.

Nashville, Tenn.—Shepard & Gluck, grain and cotton dealers of New Orleans, La., have taken over the local offices of E. W. Wagner & Co., of Chicago, Ill. T. M. Pritchett will be retained as mgr.

TEXAS

Amarillo, Tex.—The Amarillo Mill & Elvtr. Co. has been dissolved.

Sherman, Tex.—J. L. Cantrell has bot an interest in the Sears Grain Co.

Canadian, Tex.—F. L. Bishop has let contract for the erection of an elvtr.

Conway, Tex.—The C. B. Cozart Grain Co. has finished its new elvtr. here. Chas. Dorsey is agt.

Electra, Tex.—The Farmers Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Waco, Tex.—Sam J. Smith & Son, retail grain dealers for 25 years, will enter the wholesale grain business.

Cuyler switch (Panhandle p. o.), Tex.—The C. B. Cozart Grain Co. has let the contract for an elvtr. at this place.

Denton, Tex.—G. H. Blewett, pres. of the Denton Mlg. Co., operating an elvtr., died June 4 at the age of 71 years.

Trenton, Tex.—The Bartlett Lumber & Grain Co. incorporated; capital stock, $5,000; incorporators, I. F. Bartlett, M. S. Summers and others.

New Braunfels, Tex.—The H. Dittlinger Roller Mill Co. has completed the 250,000-bu. elvtr. for which it let contract to the Macdonald Engineering Co.

The Burleson Mill & Elvtr. Co., Burleson, and the San Benito Feed Co., San Benito, have been admitted to membership in the Texas Grain Dealers Ass'n.

Corsicana, Tex.—The Corsicana Roller Mills have taken over the wholesale house of the Wichita Mill & Elvtr. Co. for the county in which it is located.

Glazier, Tex.—The elvtr. of the Glazier Mill & Elvtr. Co. burned June 12 together with 3 business blocks of the town. Loss $30,000, partly covered by insurance.

Ft. Worth, Tex.—The Ft. Worth Elvtrs. Co. has subscribed for $250,000 in Liberty Bonds. The company recently offered the use of its elvtrs. to the Government.

Groom, Tex.—The Groom Elvtr. Co. incorporated; capital stock, $20,000; incorporators, E. S. Blasdel, of Amarillo; John W. Knoop and C. R. Slay, of this city.

Amarillo, Tex.—The Early Grain & Elvtr. Co. has given a bonus of $100 to each employe to enable them to buy Liberty Loan Bonds. The company purchased $10,000 of the bonds.

Bonham, Tex.—Our firm is composed of J. M. Wells, R. L. Nunnelee and T. J. Humphrey. The business is managed by Mr. Nunnelee and Mr. Humphrey.—Wells Nunnelee & Humphrey.

Ft. Worth, Tex.—Work is progressing on the 100,000-bu. elvtr. which E. R. Kolp is building to replace the one in North Ft. Worth which burned some time ago. The old power plant will be used. A Eureka Cleaner, Eureka Clipper and 2 Hall Signaling Grain Distributors will be installed. The plant will be operated as a public storehouse by the Niles Elvtr. Co.

Groom, Tex.—We have not been able to get a contractor to promise to rebuild our elvtr. in time to handle the new crop, but hope to have it ready. We do not know the cause of the fire which destroyed the elvtr. The plant had been run only about 30 minutes that day and it had been shut down over 3 hours when the fire was discovered.—Farmers Grain & Elvtr. Co., per D. E. Tillotson, mgr.

Sherman, Tex.—Work is almost finished on the 450,000-bu. concrete elvtr. for which the Phoenix Elvtr. Co. let contract to the Burrell Engineering & Construction Co. B. F. Smith is mgr. of this company, which was incorporated with a capital stock of $200,000, to succeed the Celina Mill & Elvtr. Co., of Celina, which has been dissolved. A general business in milling wheat and export grain will be conducted.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, $1.75.

GRAIN DEALERS JOURNAL
La Salle St. Chicago, Ill.

Floydada, Tex.—As our elvtr. is constructed of reinforced concrete and steel, with almost no wood in any part of it, we consider our fire hazard negligible and do not carry insurance.—Edwards Grain & Elvtr. Co.

San Antonio, Tex.—The Blue Star Elvtr. Co. has purchased the 105,000-bu. steel rice elvtr. erected about 10 years ago at Bay City by the Bay City Rice Mlg. Co. at a cost of $43,000. It is now being taken down and will be shipped to this place.

UTAH

Ogden, Utah.—The Globe Grain & Mlg. Co. is planning to build grain elvtrs., an ice and cold storage plant and a flour mill, at a cost of $200,000.

Logan, Utah.—A 50,000-bu. elvtr. will be erected. The structure will be of concrete, reinforced with steel and will cost between $15,000 and $20,000.

WASHINGTON

Seattle, Wash.—The Fisher Flour Mills Co. has increased its capital stock to $1,-200,000.

Whitstran sta. (Grandview p. o.), Wash. —E. M. Frye has let contract for a 50,000-bu. elvtr.

Harrington, Wash.—The Seattle Grain Co. is building a 60x120 ft. addition to its grain warehouse.

Ritzville, Wash.—The Ritzville Warehouse Co. has let contract for a 50,000-bu. elvtr. The elvtr. and warehouse of the company burned 2 years ago.

Spokane, Wash.—Contract has been let by the Sperry Flour Co. for reinforced concrete grain storage tanks, a 2-story warehouse and a 1,500-bbl. flour mill.

Mansfield, Wash.—The Mansfield Elvtr. & Warehouse Co. is building a 130,000-bu. concrete elvtr. The Burrell Engineering & Construction Co. has the contract.

Spokane, Wash.—The Centennial Mill Co. will build a 1,000,000-bu. elvtr. this summer. It will consist of several concrete grain tanks, which will be built in units.

Toppenish, Wash.—We will engage in the grain and produce business and will build on the N. P. R. R. a warehouse, 115x100 ft., consisting of one story and basement. It will have a capacity of 3,000 tons of grain and 1,000 tons of potatoes.—Gang-Miller Produce Co.

Tacoma, Wash.—The public service commissions of Oregon and Washington held a joint meeting in this city June 19 before prescribing rules and regulations for the standardization of grains and hay. The commissions of the 2 states have agreed to adopt the same standards, rules and regulations, as the grain bureaus of both states will operate under similar laws.

WISCONSIN

Stevens Point, Wis.—The Pagel Mlg. Co. is enlarging its elvtr.

Marion, Wis.—The Cereal Mills Co. has bot a Hall Signaling Grain Distributor.

Sheboygan, Wis.—Arndt Bros. has asked for bids for an elvtr. and flour and feed mill.

Sawyer, Wis.—The trestle at the elvtr. of Teweles & Brandeis has been rebuilt by the A. & W. Ry.

Superior, Wis.—The Daisy Mlg. Co. is enlarging its mill to 500 bbls. per day and may also increase the capacity of its elvtr.

Waukesha, Wis.—The Waukesha Grain & Produce Co., has installed electric power and new machinery in its elvtr.—Richard E. Roberts, pres.

Hammond, Wis.—The elvtr. of the Aldridge Elvtr. Co. was recently damaged by fire, caused by a spark from a passing locomotive. The loss was small.

Little Chute, Wis.—The Little Chute Elvtr. Co. incorporated; capital stock, $10,-000; incorporators, John S. Wynboom, Harry Wynboom and Catherine Romson.

MILWAUKEE LETTER.

Cedar Grove, Wis.—Garret Lammers, retired grain dealer, died recently, aged 72 years. He built the first elvtr. in the district between Sheboygan and Milwaukee.

The Armour Grain Co., of Chicago, Ill., has bot the interests of the Milwaukee Elvtr. Co. The name will not be changed.

Arthur J. Atkins, of Minneapolis, Minn., and Herman C. Timm, New Holstein, have been admitted to membership in the Chamber of Commerce. The following memberships have been transferred: Henry Wissbeck, Julius Velser, Fred. T. Murphy, Wm. Degentesh, Moses Rothschild and the estate of A. J. W. Pierce.

WYOMING

Pine Bluffs, Wyo.—The Lexington Mill & Elvtr. Co. has leased the east elvtr. of the Farmers Elvtr. Co.

Sheridan, Wyo.—The Farmers Mill & Elvtr. Co. incorporated; capital stock, $15,-000; incorporators, P. J. Pellissier, J. W. Mumper and others. The company is building an elvtr., on the Wyoming Ry.

Hillsdale, Wyo.—The Peoples Co-operative Grain Co., of which J. E. Gibson is mgr., has practically completed its new elvtr. and will be ready to handle the new crop.—L. H. Hazle, of Trans-Mississippi Grain Co., Sidney, Neb.

PROHIBITION of the manufacture of alcohol by the president is authorized by House Bill 4125, introduced May 3 by Mr. Lever. Sec. 14 of the same bill authorizes the president to fix maximum and minimum prices for the necessaries of life.

A farmer "somewhere in America" recently sold a grain dealer some grain, weighed on gross, but did not weigh in on tare. The grain man noticed it, did not say a word, but invited the farmer to stay to dinner. After eating, the two laid around for a while until the farmer said he would have to be going. The grain dealer then gently told him that he was his property as he had bot and paid for him at the rate of 2 cents per pound. The farmer promptly bot his freedom, with apologies.

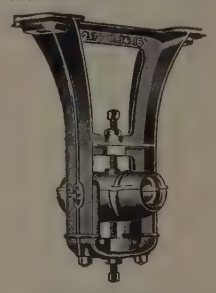
STEPS to meet labor requirements to harvest crops are being taken by the Federal Departments of Agriculture and Labor. In each state will be placed a representative of the Department of Agriculture, who will co-operate with the State central board and county and community bodies formed to organize labor and assist farmers to secure adequate help. Co-operation between farmers will be aided and encouraged. Labor from nearby points will be supplied when possible to do so. Laborers from towns and cities will be secured and distributed by the Department of Labor, and the employment of boys between 16 and 19 years of age is contemplated.

CABLEGRAMS containing only a single word text or unrelated number or code words which translate into unrelated numbers will not be passed by the U. S. censor. Cablegrams may be signed if sent by an individual by the surname as heretofore, and in the case of a firm or organization the signature may be the name of the firm or corporation or the name of a responsible member of the firm or officer of the organization when satisfactory information regarding him is on file with the censor. Serial numbering will be permitted immediately providing four figures be used, the first two figures to be the daily serial number of the cablegram, the second two the day of the month, in the first 9 messages of each day the first figure to be "0," and the serial number to be the last word in the message and immediately precede the signature.

Adjustable Hanger for Shafting.

Shafting in grain elevators is very likely to get out of line on account of the shifting load in different parts of the house as the bins are filled and emptied. At times during the year the bins are all full and at other times empty. The condition of the subsoil of the foundation changes from year to year. If one side settles more than the other the result is a disalignment of the shafting. This disalignment is particularly noticeable in the cupola or in the head house.

Shafting out of line brings many evils in its train, such as excessive friction, waste of power, breakdowns and fire hazard. With the common hanger it is



Adjustable Hanger.

difficult to line up the shafting and it is too often neglected. With a means of easily and quickly getting the shaft into perfect adjustment this part of the transmission line will get the early and frequent attention it deserves, saving power, oil and damage, and eliminating this fire hazard. Such a hanger is shown in the engraving and has been designed especially for elevator use by the White Star Co. Within the limits of its housing in the hanger the bearing box itself is adjustable for a considerable range in every direction by means of four set screws, making it unnecessary to take down the hanger itself from its anchorage on ceiling or wall, or to replace it in a slightly different position. By specifying such a hanger when the elevator is planned the owner and operator can save himself much subsequent trouble.

TRADING IN GRAIN for future delivery without a substantial stock to deliver is so hazardous from many angles that experienced speculators are staying out of the market at present. One effect of the diminished participation of traders is the difficulty of executing stop-loss orders. In other years a sudden bulge in corn due to shorts covering would be met by heavy selling by cash handlers glad to take the premium on the future compared with the cash commodity. This year the premium is on the cash, and cash holders are unable to come to the aid of the shorts.

SOME well meaning, but thoughtless individuals advocate hedging trades only, as a permanent policy. Sounds fine, but who will take the other end of the hedge? There must be a buyer for every seller. Without the speculator, hedging would be impossible. The present system of future trading has been in use for many decades. It has stood the test of time. People have criticized, but have been unable to suggest anything better. Future trading helps move the crops, equalizes prices, provides an open market, makes hedging possible and prevents a grain trust. Without hedging large dealers would soon monopolize the business unless the government fixed the price.—C. A. King & Co.

Supply Trade

CHANGE your advertising copy often. Even "the old, old story" has to be told differently to remain interesting.—*Class.*

MINNEAPOLIS, MINN.—The Minneapolis Steel & Mchy. Co. has received a permit to build a brick paint shop at its plant to cost $15,000.

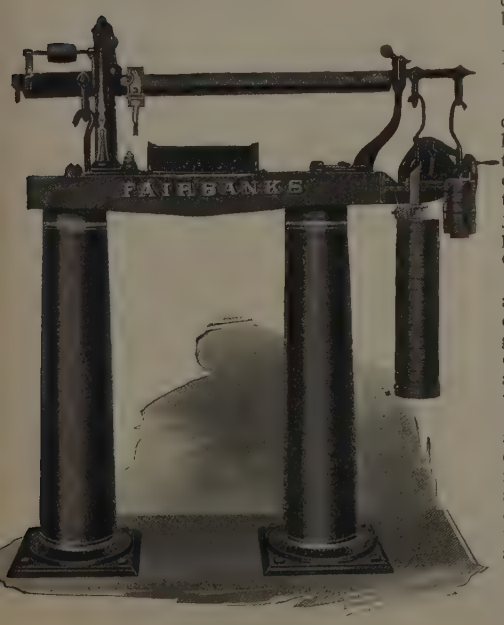
HE THAT plants failure cannot reap success—even if he does use advertising as a fertilizer. Advertising is a good stimulus for quality, and there is no remedy for the lack of it. Quality is the life of the plant.—*Mahin Messenger.*

FRANKFORT, IND.—The Kerosene Carburetor Co. is equipping all of its new carburetors with a 3-valve feed. It is equipping old style gravity feed carburetors with the pump feed free of expense to customers other than for material and time.

CHICAGO, ILL.—Book No. 258, issued by the Link-Belt Co. shows many illustrations and gives descriptions of Link-Belt Silent Chain Drives in many of the large textile mills. Journal readers can obtain copy upon request to the company or any of its agencies.

LAWRENCE, KAN.—The Edgar Steel Car Seal, which is manufactured by the Edgar Steel Seal & Mfg. Co., owes its efficiency to the fact that unmistakable evidence of any tampering will be left, because to open the seal it is absolutely necessary to break it in pieces. Journal readers who are interested in thief-proof car seals will be sent sample of the seal and full details upon request.

WASHINGTON, D. C.—The Interstate Commerce Commission, in its order of April 28, ordered canceled the suspended schedules under which the carriers proposed to increase from 30,000 to 36,000 pounds the minimum weight on bags and bagging from St. Louis and other defined territories to points beyond in Oklahoma, and from Patterson, Okla., to East St. Louis, Ill., for beyond.



Balancing Device for Hopper Scales.

MINNEAPOLIS, MINN.—Owing to very serious illness in his family, our Mr. Day has been away from the office for some time. In addition to Mr. Day's absence from the office, we have just removed our factory and offices to our new building at 1004-6 Lyndale Ave., No., and there is a great deal of confusion incident to our getting settled.—The Day Co.

IN a letter to E. P. V. Ritter, of the Merchants and Manufacturers Exchange of New York, President Wilson voiced his approval of every plan that would have a tendency to stimulate business. Mr. Ritter wrote the president concerning the advisability of holding commercial conventions during the war. The president wrote in reply: "I not only see no reason why commercial conventions should be omitted during the war, but should regret to see any instrumentality neglected which has proved serviceable in stimulating business and stimulating its processes."

Balancing Device for Hopper Scales.

After a draft of grain is weighed in a hopper scale, it is very necessary to know that all of the grain leaves the hopper before the next draft is admitted. In the past it has been necessary to take the weights from the counter poise by hand in order to bring the beam to a balance. But a new device has been invented which lifts the entire counterpoise with the weights from the beam and applies another poise which will balance the scale when empty.

This device is illustrated in the engraving herewith. At the left is shown the counterpoise with its string of weights. To the right is the second poise which is of proper weight to balance the beam when no load is in the hopper. An even arm lever operated by a crank applies alternately either the regular counterpoise weights or the balancing weights. When the load is in the hopper, the crank is turned so that the regular counterpoise is in contact with the beam. After the weight has been taken, the balancing weight is applied by again turning the crank, and, when the scale is empty, the beam will come to a balance.

This device was designed by Fairbanks, Morse & Co.

GOVERNMENT CONTROL of grain exchanges to the point of guaranteeing unlimited membership and making quotations public, opening elevators to all, and erecting them if necessary, and placing the handling of cars in the hands of a joint railway com'isn, recently was proposed before the house com'ite on agriculture by J. M. Anderson of St. Paul.

WINNIPEG GRAIN MERCHANTS have agreed to sell at least 90% of all grades of wheat bought by them, to the allied governments or Canadian mills, and the exchange has promised the purchasing agents of the Royal Wheat Commission to do all in its power to facilitate matters for the common cause. This gives the allies the full benefit of the grain exchange machinery, for handling the Canadian crop and insures them at least as much of the crop as they could have obtained otherwise without seizing the whole crop. A new contract to be known as "Basis No. 1, Northern contract" on which all millable grades of wheat are deliverable at spreads, has been defined to take the place of May and July contracts.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.
Grain
Commission Merchants
West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is *also a very efficient medium in saving telegraphic tolls.* Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but *we cheerfully recommend it as a reliable and useful code* for the purpose for which it is intended.

Yours truly,
POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order *today.* Price $3.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

Supreme Court Decisions

Contracts.—One party alone cannot make a valid cancellation of a contract of sale and thus escape performance, but the other must consent thereto.—Lonsdale Grain Co. v. Canton Milling Co. Kansas City Court of Appeals, Missouri. 193 S. W. 853.

Measure of Damages.—Where time of delivery is of essence of contract of sale, the buyer cannot, where market price is continually rising, purchase from time to time for about four months after date of delivery, and hold seller for difference between price paid and contract price; buyer's duty being to purchase immediately, so as to minimize damages.—Mogilensky v. Abramson. Supreme Court of New York. 164 N. Y. Supp. 700.

Warehousemen.—Where goods are delivered in good condition to a warehouseman for hire and it is shown that they have not been delivered on demand and payment of charges by the depositor, but have been destroyed by fire while in the custody of the warehouseman, the burden is upon him to absolve himself from negligence by showing a lawful excuse for his failure to deliver the goods in compliance with the demand.—Caldwell v. Skinner. Supreme Court of Kansas. 164 Pac. 1166.

Liability of Initial Carrier.—If defendant carrier undertook in the first instance to carry goods from a point in Missouri only to J. in Arkansas, and later at J. agreed with the shipper to continue the shipment to C. in Arkansas, at a through rate, using the line of another carrier for that purpose, then as to such further intrastate shipment, governed by the common law or state statutes, the connecting carrier became defendant's agent, for any negligence of which defendant is liable.—Keithley & Quinn v. Lusk. Springfield Court of Appeals, Missouri. 189 S. W. 621.

Consignee Entitled to Sue Carrier.—It appearing only that S. consigned goods to its own order, "Notify M.," and forwarded to a bank for collection draft on M. with bill of lading attached, and that M. did not pay the draft and obtain the bill of lading till the goods arrived at destination, there is nothing to take the case out of the general rule that right of action for delay in transportation is in the consignee, who, till facts to the contrary are pleaded and proved, is presumed the real party in interest.—F. W. McNeely & Co. v. L. S. & M. S. R. Co. Appellate Court of Indiana. 115 N. E. 954.

Reasonableness of Grain Rates.—Where the maximum schedule of rates fixed by order of the Railroad and Warehouse Commission continued in force by the Public Utilities Act (Laws 1913, p. 460) § 82, had never been changed, the rates published by a railroad company prior to the creation of the Public Utilities Commission, which were less than the reasonable maximum rates, are prima facie reasonable, and the burden is on the persons protesting such rates to show their unreasonableness.—State Public Utilities Com. v. A., T. & S. F. Ry. Co. Supreme Court of Illinois. 115 N. E. 905.

Natural Shrinkage Deduction Contrary to Public Policy.—A provision of a B/L exempting the carrier from liability for differences in the weights of grain caused by natural shrinkage or discrepancies in elevator weights, is contrary to public policy, so as not to be permitted by the Uniform Bills of Lading Act, in view of Const. art. 13, §§ 4, 6, and Act April 25, 1871, § 1 (Hurd's Rev. St. 1915-16, c. 114, § 118), which were adopted to prevent loss to grain shippers occasioned by delivery by carriers of smaller quantities of grain than were shipped.—Shellabarger Elevator Co. v. Ill. Cent. Ry. Co. Supreme Court of Illinois. 116 N. E. 170.

Measure of Damages for Breach of Contract.—Where wheat was bought for shipment during the month of August and the seller breached the contract on Aug. 6 or 7, the measure of damages was the difference between the contract price and the market price at the place of delivery when the wheat would have been delivered if shipped up to the close of Aug. 31.—Wallingford v. Bushton Grain & Supply Co. Supreme Court of Kansas. 164 Pac. 275.

Agreed Damages.—Where it appears from the terms of a contract for the sale of flour that the parties did not contemplate that the seller had the flour on hand, but that he should manufacture it in the future, for delivery within a period named in the contract, from wheat to be purchased by him for the purpose, it was competent for them to stipulate what the measure of damages should be in the event of a breach by the buyer, and if the stipulation is not inequitable or unjust it will be enforced.—Sheffield-King Milling Co. v. Domestic Science Baking Co. Supreme Court of Ohio. 115 N. E. 1014.

Taxation of Brokers.—A stock brokerage business broad enough in its scope to include, in every instance, an actual purchase or sale and delivery of the certificate representing the shares, to the brokers, in the former case, and by them, in the latter, is taxable under clause "e" of section 2, c. 32, Code (sec. 1114), and not under clause "f" of said section, even though the transactions are based upon marginal contracts under which deliveries may or may not be made by the brokers to their principals or patrons, and, in many instances, are not so made.—L. L. Winkelman & Co. v. Blue, State Tax Com'r. Supreme Court of Appeals of West Virginia. 92 S. E. 124.

Carrier Liable for Misrouting.—A railroad company undertook by a stipulation in a B/L to carry grain to a certain point and there deliver it to another carrier by which it was to be transported to destination; but the company failed to transport and deliver the grain to the connecting carrier as it had agreed to do. It forwarded the grain in another way which occasioned loss to the shipper. Held, in an action brought by the shipper against the railroad company for breach of contract, that the company is liable for the loss resulting from its failure to comply with the agreement stipulated in the B/L.—Bennett v. Missouri Pac. Ry. Co. Supreme Court of Kansas. 164 Pac. 1084.

Intrastate Shipment.—Where grain is shipped in carload lots from points in the state to another point therein to be there sold by a consignee on the floor of the board of trade, with no intention of the shippers, express or implied, to ship beyond such point, it is an intrastate shipment; any further shipment under the buyer's direction being a new shipment. That after cars of grain under a shipment from other points in the state to Kansas City, to be there sold, have arrived, they are for convenience of the carrier placed by it on a hold track in the state of Kansas, till the grain is sold, does not destroy the intrastate character of the shipment.—C., M. & St. P. Ry. Co. v. Public Service Commission of Missouri. Supreme Court of Missouri. 189 S. W. 377.

Transactions Stamp Tax.—Act Oct. 22, 1914, § 22, imposing a tax on each sale, agreement of sale, or agreement to sell products at any exchange or board of trade, and requiring every such sale or agreement to be accompanied by a bill, memorandum, agreement, or other evidence thereof, to which a stamp or stamps in value equal to the amount of the tax shall be affixed, imposes a tax on each sale or agreement to sell any grain, though during the day several separate sales are made of the same lot of grain or parts thereof and at the close of the day the only memorandum made shows the transfer from the original seller to the last buyer or buyers, since to hold otherwise would be to permit the parties by their own action to relieve themselves from liability for the tax after it had accrued.—Calkins v. Smietanka, Internal Rev. Coll. U. S. District Court, Illinois. 240 Fed. 138.

Landlord by Silence Consents to Tenant's Sale.—Where one, the landlord, had leased his farm to another, the tenant, for a term of five years, wherein the landlord was to furnish all the seed, and each to have half of the grain raised upon such premises, and the landlord had a lien on the tenant's share of such grain by reason of a provision in the lease, and the landlord permits the tenant during each of said years to haul off and sell all of the tenant's share of such grain and a part of the landlord's share also, and the landlord during all of such time until after the expiration of the lease gives no notice to the person purchasing such grain from such tenant that the landlord claims a lien thereon, initiates no judicial proceedings of any kind or character to indicate his dissatisfaction with the action of the tenant, serves no notice on the purchaser, the elevator company, or person who in good faith, and in the ordinary course of business purchases such grain and parts with value that he is in any manner dissatisfied, and in no manner makes any complaint concerning the action of his tenant in the selling of such grain, but during all of such time remains silent, manifesting no dissatisfaction, and apparently acquiescing in the acts of his tenant, and the testimony concerning all such transactions and acts of the tenant is submitted to the jury, held, that there was sufficient evidence of agency to submit the question of agency to the jury, and the jury having found that the tenant was the agent of the landlord for the purpose of selling and disposing of the grain, which he did sell and dispose of, it is conclusive, and will not be disturbed on appeal.—Ellis v. Nelson's Independent Elevator. Supreme Court of North Dakota. 162 N. W. 554.

Fine Print Conditions Binding on Interstate Messages.

The first case to come before the Interstate Commerce Commission involving error in transmitting a message was decided May 17 in favor of the Western Union Telegraf Co., the Commission holding that the fine print conditions on the blank, having been filed with the Commission, are binding upon the public.

The Clay County Produce Co. sent a telegram "Have sold car which you shipped." It was transmitted "Haven't sold car which you shipped," from San Francisco, Cal., to Clay Center, Kan., causing a loss of $1,790.83. It was an unrepeated night letter, the fine print naming $50 as the maximum damages allowable for error, together with return of the toll paid. The Commission held:

The complainant's action, if brought in some state courts would apparently meet with success, while if laid in the courts of other states would result in failure. This lack of uniformity among the courts, when dealing with the defendant's rates and the rules and regulations affecting its rates for the transmission of interstate messages, to some extent may explain the legislation by which the Congress has put all telefone and telegraf companies engaged in the interstate transmission of messages under our jurisdiction.

Our conclusion upon the record is that the Congress, by the language used in the amendatory act of 1910, has manifested a definite intention to place under the jurisdiction and control of this Commission the rates and practices of interstate telegraf companies, as well as the rules, regulations, conditions, and restrictions affecting their interstate rates; that the rate voluntarily used by the senders of the message in question was an unrepeated rate to which was lawfully attached, as a fundamental feature of it, the restricted liability insisted upon here by the defendant; that the Congress has expressly authorized such rates with a restricted liability attached; that such rates are not therefore contrary to public policy but on the contrary are binding upon all until lawfully changed; and that neither the interstate rates of the defendant nor the rules, practices, conditions, and restrictions affecting those rates have been shown in this proceeding to be unreasonable or otherwise unlawful.—44 I. C. C. 670.

Passage of Title to Shipment.

The Kansas City Court of Appeals recently reversed a decision of the circuit court of Jackson County, involving delivery of a shipment on contract, making a ruling on a point that often arises in the grain trade.

Plaintiff, B. F. Zimmermann, sold a car of potatoes to the defendant, T. C. Bottom Produce Co., to contain 500 bus., but loaded 250 bus. more and attached draft for the full quantity to B/L. Notifying plaintiff by wire that it had bot only 500 bus., defendant refused to receive the car and to pay the draft. Plaintiff brot suit and got judgment, for the full contract price.

Plaintiff's recovery was based on the theory that his suit was one to recover the purchase price for goods sold and delivered; while defendants say it is a suit for damages for breach of contract. The court of appeals said:

In order for plaintiffs to be entitled to recover the full contract price, they must show a delivery of the potatoes to defendant. But if defendant refused to perform his contract, and did not pay for nor receive said potatoes, and they were never delivered, then plaintiffs' measure of damages is the difference between the contract price of 35 cents per bushel and the market price at that time. There was no evidence tending to show what the market price was; and defendant, going on the theory that no delivery had been shown, asked the court to instruct the jury that, even if they found for plaintiff, they should return a verdict for nominal damages only. This the court gave. And, treating the case as a suit for damages, if there was no delivery, and no evidence from which the damages could be measured, nominal damages was all that could be allowed.

If the shipment was on a B/L to shipper's order, clearly there was no delivery, since, until the draft attached to the B/L was paid, neither the title to nor the control over the property passed.

But without regard to whether the goods were billed to shipper's order, or whether they were shipped on a straight B/L consigned to defendant, the plaintiffs did not send the bill to defendant, but attached it to a draft and sent the latter to a bank for collection. This would indicate that control over the potatoes was not to be given defendant until the draft was paid. And there was evidence tending to show that even upon a straight B/L notations made thereon will destroy the consignee's right to obtain the goods without the B/L.

Besides, the shipment was one in interstate commerce, and is governed by the Carmack Amendment to the Hepburn Act, 34 U. S. Stats. at Large 595 (U. S. Comp. St. 1913, § 8592). Under that amendment, the carrier must issue a B/L to the consignor, and the carrier is made liable to any lawful holder of such bill for any loss, etc., caused by such carrier or any succeeding carrier. In the case of Coovert v. Spokane, etc., R. Co., 80 Wash. 87, 141 Pac. 324, 326, it is held that the statute (the Carmack amendment) clearly "recognizes the lawful holder of the B/L as the person entitled to receive the shipment regardless of whom may be named as consignee." Whether the statute goes so far as this or not, it would seem that its effect is sufficient to make the consignor's act, in attaching a draft for the payment of the purchase price of the shipment and sending it for collection to some one other than the consignee, a withholding of the goods from the consignee until the draft is paid. That is concededly what was done here. If, as plaintiffs claim, the car was fully and unconditionally turned over to defendant when the car was loaded on the track of the initial carrier at point of shipment, why was not the B/L sent direct to defendant with a bill for the amount due?

The judgment is reversed, and the cause is remanded for a new trial.—192 S. W. Rep. 1038.

A HIGHER PERCENTAGE of extraction of flour from wheat than now pertains, is not economical because an increase in flour gained will be more than offset by loss due to flour becoming wormy and unsound, declared 125 bakers in conference at Chicago.

Defective Arrangement of New Elevator.

BY OBSERVER.

In the recently completed elevator of the C. B. Cozart Grain Co., at Happy, Tex., are two items of poor construction which one would not expect to find in a new house.

The manlift and ladder to the cupola are situated in diagonally opposite corners of the head room. This is probably all right so long as nothing goes wrong, but it should be a prime consideration of good construction to have the manlift and a ladder within easy reach of each other thruout the entire distance of their run.

The nature of the ground at this elevator location is such that the engine was raised some two feet above the floor of the engine room, and the shaft which transmits the power to the plant is, also, raised from the ground and it is supported by concrete piers. The shaft enters the elevator a short distance above the level of the driveway and workroom floors. Inside the house, and near the leg, this shaft is provided with a rope sheave, controlled by a friction clutch, and from this sheave a drive runs to the cupola. The fault lies herein: The sheave clears the floor only slightly, less than a foot, and as it is about 20" in diameter it can readily be seen that its whole does not extend more than three feet from the floor. Upon coming into the elevator thru the driveway door, an employe, or innocent bystander, who intends to pass through the work-room to the track side of the house, will naturally turn into the work-room immediately he has passed the bin wall. That is, that's what he would usually do. If he actually does it in this plant he will walk directly into that sheave and transmission rope; provided he does not see his danger in time to halt. If there is no other place for that sheave then it should, by all means, be protected by a shield.

To avoid the danger which would come to an employe who places his hand into the cups on the leg belt when it is in operation, the builders of this elevator have made the top of the opening into the front of the leg high enough so that a man would need to be very tall, to keep his hand in a bucket until it has reached the point where danger begins. Just here it may be remarked that there is very little excuse, and absolutely no sense, in trying to seize a handful of grain from a moving belt cup. If the sample must be had, get it from some other place in the elevator.

THREE MILLION BUSHELS of wheat and the big elevators at Sarxatoff, Russia, have been destroyed by fires from 7,000 acres of forest. The fires are believed to have been of incendiary origin.

THE GRAIN TRADE are getting anxious to know on what basis we can work. No one dares to contract new wheat until we know what the Government's position is going to be, and whether a price is going to be established for new wheat, which might affect all existing contracts. Trading in wheat futures is growing less each day, and as all new buying is restricted, the prices quoted are no indication as to what new wheat will be worth. The allied governments, as well as the domestic millers, are anxious to contract for new wheat, and we hope it will not be long before the lid can be taken off and new business started.—W. H. Perrine & Co.

Save Time Labor and Costly Mistakes

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

CLARK'S DECIMAL GRAIN VALUES

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to $1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to $1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to $1.49 per bushel.

FINEST THING IN THE WORLD FOR

Checking accounts or reports.

Monthly inventory.

Station report checking.

Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send $5 for table bound in art canvas, printed on 80-lb. book paper, or $6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

Grain Dealers Journal
315 South La Salle Street,
CHICAGO, ILL.

Patents Granted

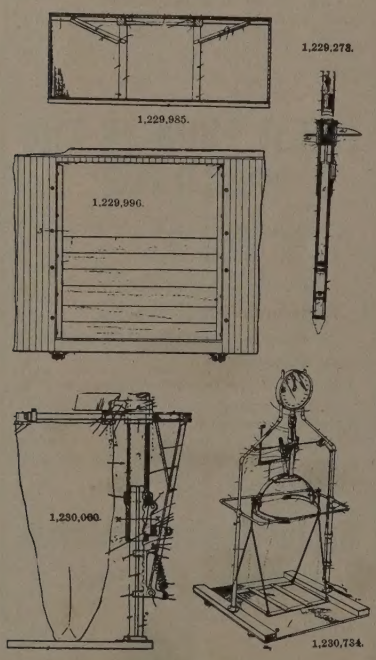
1,229,985. Grain Door. (See cut.) Wm. T. Linn, Arkansas City, Kan. Vertical guides are pivoted at their upper ends to the car at opposite sides of the door opening and arranged to swing upward in opposite directions longitudinally of the car. The grain door operates in the guides.

1,230,060. Bag Holder. (See cut.) Carl G. G. Bergstrom, St. Paul, Minn., assignor of one-half to Geo. D. E. Bergstrom, Minneapolis, Minn. The bag holding member is carried on a standard mounted on a base, a second bag holding member being carried by a slidably supported carriage mechanism.

1,229,996. Grain Door. (See cut.) Joe Maly, Dwight, Neb.—Cleats on the door casing have their intermediate portions bent longitudinally at right angles and cooperate with the casing to form a chamber provided with openings at spaced intervals. Shafts rotate within the chambers and have wings formed thereon extending thru the openings, with clamping bars mounted on the wings and engageable with the door.

1,230,734. Sack Holder and Weigher. (See cut.) Andrew Lilja, Streator, Ill. A support is combined with an extensible link member suspended from the support, a pair of bag holding arms pivoted to the lower end of the member, means for expanding the lower ends of arms relatively to each other after the insertion of the mouth of a bag thereon, and a locking bar for locking the arms after the lower ends have been adjusted to their relatively expanded positions, the bar being positioned so as to release the arms when the link member is extended.

1,229,273. Grain Sampler. (See cut.) Thomas Lister James, Higher Tranmere, and Wm. Henry Beeson, Rock Ferry, England. This apparatus is designed for the taking of temperatures of grain in bulk as well as samples. It consists of a tubular drill open at one end and closed at the other and having near the closed end a thru port, the drill being provided with a helical propeller; means for rotating the drill; a bucket adapted to be introduced into the tubular drill until the open top of the bucket reaches a point beyond the port; and means which normally close the port and adapted to be moved clear of the port by contact with the bucket.



Elevator Casualties.

Wm. Connell, employed by A. Waller & Co., at Henderson, Ky., stepped on a nail June 6.

Matt Nees, employed by the Sidell Grain & Elevator Co., Sidell, Ill., was cut over the eye by a wire he was straightening.

A fellow employee of M. A. Partain, of the Newton Mill & Elevator Co., Iola, Kan., picked him up by the seat of his overalls, painfully injuring him.

Angus Berlin, employed by the same company, while shoveling corn in crib, was struck by the sharp edge of a shovel in the hands of a fellow employe.

Pete Leap had his eye injured by a piece of emery from a wheel on which he was sharpening a chisel May 30 at the plant of the Burlington Public Elevator Co., St. Joseph, Mo.

Will Carr, of J. Allen Smith & Co., Knoxville, Tenn., was standing in a window when his foot slipped. He threw out his hand and ran it thru a glass door, cutting and bruising the hand.

Geo. F. Jerrell, employee of the Goodrich Bros. Hay & Grain Co., Winchester, Ind., suffered a severe bruise on his leg recently, when the hammer with which he was driving a nail in a brace, glanced.

Books Received

YEAR BOOK for 1917 is replete with grain and provision trade statistics, crop statistics, imports, exports, live stock and beef trade exhibits for the year ending May 1, 1917, and is valuable as a ready trade reference. Paper, 96 pages; compiled by Eaton G. Osman, of the Price Current-Grain Reporter, Chicago, Ill. Price, 25 cents.

YEAR BOOK of U. S. Department of Agriculture for 1916 contains complete statistics of all grain crops, production, imports and exports, statistics of other crops, live stock and miscellaneous data, thirty-three articles covering the entire range of farm interest, illustrated with 7 color plates, 90 engravings and 74 text figures. Cloth, 783 pages, U. S. Dept. of Agriculture, Washington, D. C.

MONTANA WHEAT, its characteristics and quality, is the subject of a pamphlet by Levi M. Thomas, giving milling and baking tests in great number in comparison with other wheats, and commenting on marketing conditions. Mr. Thomas says, "In several localities where there has been but one buyer, winter wheat, whether of poor or good quality, has been bot at uniform prices and no attempt made at grading, a practice that is manifestly unfair and offers encouragement to slipshod methods of harvesting and marketing grain." Bulletin 522, 34 pages; U. S. Dept. of Agriculture, Washington, D. C.

LOADING OF BOX CARS more nearly to their full capacity is being urged on shippers as a war measure by the American Railroad Ass'ns special com'ite on National Defense, and the Federal supervisors are urging shippers to allow 40 inches between the grain and the top of the car so that adequate samples may be taken. What is the grain man to do?

Preventing Fires in Grain Elevators.

Cleanliness is not only next to godliness, but it means fewer fires in elevators, and lower rates for fire insurance in mutual companies. The large number of recent fires caused by dust explosions, with the complete destruction of the buildings in which the explosions occurred, is a forceful reminder that all rubbish around and in the elevator should be cleaned up and removed. The manager with pride in himself and his establishment will do this without his attention being called to it. All others should be forced to do so.

The next important thing in fire prevention, after cleanliness, is the fire fighting apparatus. Sprinkling systems are common, and the water barrel in the convenient corner is a valuable heirloom. But where water pressure is obtainable standpipes should be placed in each end of the elevator, with efficient hose connection to reach every roof so that in case of fire in adjacent buildings, the roof and sides of the elevator can be quickly and thoroly soaked. All the apparatus including the extinguishers should be examined frequently and the operator should make himself thoroly familiar with the working principles so that in emergency a loss will not result from ignorance.

Besides being conducive to a better running engine, a clean engine is less a fire hazard than an oil covered one. But the waste with which the engine is wiped should be carefully gathered and deposited in a metal box, and burned. Spontaneous combustion from oil soaked waste lying in a closed box is nothing unusual.

Special attention should be paid to bearings all over the elevator. Hot boxes are one of the most frequent causes of fire. When a box continues to run hot, see that the shaft is level and plumb and the drive is not working at a tangent. A level and plumb bearing well oiled will not run hot, and something is wrong when it does. See that the shims are of proportional width not to allow the bearing to be too loose nor yet too tight. Then use a good grade of oil.

All elevators should be equipped with an automatic relief to prevent choking, and should be equipped with a non chokable boot. These are two valuable fire-preventers.

Fire insurance companies will not accept buildings the heating stove pipes of which protrude thru the side of a frame building or thru a window. The Mutual Fire Prevention Bureau has issued the following instructions in regard to the location of chimneys and stoves:

No chimney should rest on floor beams or on a shelf of wood. No floor joist or other wood work should be permitted to enter into chimneys or flues, or wood casing, lath or furring permitted within 2 inches of chimney walls. Dirt boxes should not be permitted under stoves.

Chimneys should be built of brick or concrete from the ground up, resting on their own foundations, and the foundations should be at least 12 inches wider than the area of the chimney, and started well below the frost line. Concrete should not be used unless well lined with fire clay.

Build all chimneys to a point at least 3′ above flat and 2′ above the ridge of peak roofs. Under no circumstances, should the brick work of the chimney be extended out over the roof by the projection of the course of brick nearest to it.

Such a shoulder or over-hanging projection will inevitably cause cracks in the chimney in case the chimney settles. The chimney should be carried up of uniform thickness to the top, flashing of tin or copper being relied upon to prevent leaks at joint with the roof.

In the elevator office the chimney should not pass thru a closed attic, but should go up thru a well hole so that it will be in sight all the time.

No chimney wall should be less than 8 inches (two courses of brick) in thickness and cement mortar only should be used. For ordinary heating where the chimney is not very high, walls may be 4 inches thick if a suitable flue lining of fire clay is provided therein. Where chimney walls are built 8 inches in thickness, the upper part of chimney may be only 4 inches in thickness from a point at least 6 in. above the roof to the top of the chimney, providing the chimney be capped with terra cotta, stone or cement, or the bricks be carefully bonded or anchored together. The best coping is a 3 in. blue stone and it is important to see that the holes cut in the cap stone correspond in size with the flue. Otherwise shoulders will be formed and draft interfered with.

The walls of brick buildings, when not less than 13″ in thickness, may form part of chimney or flue. In no case should a chimney or flue be corbelled out more than 8″ from the wall and in all cases, the corbelling should consist of at least five courses of brick. Flues in party walls should not extend beyond the center of said walls and their presence should be permanently indicated on both sides of walls.

Build all chimneys large enough to give a separate flue for each fire, using fire clay or terra cotta tile lining, at least 1 in. in thickness. If this cannot be obtained, cover inside of chimney with a heavy coat of cement plaster. The lining should be put in as the flue is constructed, using great care to see that the joints on same are carefully made. When two or more separate flues are provided in a chimney, the division walls between flues may be only 4″ in thickness. Two connections to a single flue will result in fire from one communicating to the opening in the other, and thousands of fires have originated in this manner. Flue in throat capacity should be not less than 8x8 in. on the inside.

Clean up!

CHICAGO BOARD of Trade members have paid the government $2,000,000 in emergency taxes on washed or scratched sales. Five who appealed to the U. S. Circuit Court of Appeals dismissed their suits on May 10.

ITALY'S CORN CROP in 1916 was 2,282,683 short tons, compared with 3,411,067 tons in 1915 and a 7-year average of 2,914,459 tons. Imports have fallen from an average of 450,000 tons before the war to 61,000 short tons in 1916.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION
DES MOINES, IOWA
F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y
Write for Information
Regarding Short Term Grain Insurance

Insurance Notes.

IN A TIME when food products are at a premium the destruction of grain storehouses by lightning should be guarded against by equipping with lightning rods.

BILL OUT CARS as soon as loaded, as our liability ceases when the cars are billed. Keep the engine room clean, because grease on the side wall and floor and dust from the elevator are a good combination for fire.—E. H. Moreland, sec'y Tri-State Mutual Grain Dealers Fire Ins. Co.

VENTILATION of coal piles by introducing air underneath thru perforated pipes, which gained some favor, now has been disapproved by the underwriters, as, while not enough air may be passed thru to cool off the pile, there will be enough to help it burn.

THE STATE FIRE MARSHAL of Wisconsin has joined in the fire protection movement with a number of good suggestions to elevator and mill owners.

ORGANIZED 1902
Tri-State Mutual Grain Dealers Fire Insurance Co.
Luverne, Minn.
Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM
Ask about the "TRI-STATE PLAN" for short term grain insurance
E. H. MORELAND, Secretary

CLEAN UP
Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough
SPRING CLEANING
By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

MILLERS NATIONAL INSURANCE CO. Of Chicago, Ill.
WESTERN MILLERS MUTUAL FIRE INSURANCE CO. Of Kansas City, Mo.
OHIO MILLERS MUTUAL FIRE INSURANCE CO. Of Canton, Ohio
PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO. Of Wilkes Barre, Pa.
MILL OWNERS MUTUAL FIRE INSURANCE CO. Of Des Moines, Iowa
THE MILLERS MUTUAL FIRE INSURANCE CO. Of Harrisburg, Penn.
TEXAS MILLERS MUTUAL FIRE INSURANCE CO. Of Fort Worth, Texas
MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO. Of Lansing, Mich.

KEEP THE WATER OFF
While we may do everything possible to ward off fires, some elevators will burn. If you happen to be one of the unfortunates, don't wait for an adjuster. Get busy and save all the grain you can. Your policy says you must do this. But KEEP THE WATER OFF. Use just enough to keep the fire down. Dry salvage can be used, but the market for wet stuff is limited. The country needs every bushel of grain harvested this year, even if it has gone through a fire.
Fitzgerald & McCotter
Western Managers
OMAHA, NEB.
Grain Dealers Fire Insurance Co.
INDIANAPOLIS, IND.
C. A. McCotter
Secretary
INDIANAPOLIS, IND.

INCORPORATED 1877
The Millers' Mutual Fire Insurance Association of Illinois
ALTON, ILLINOIS
Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.
Insurance in Force $34,010,102.93 Cash Surplus $540,077.68
H. B. SPARKS, President G. A. McKINNEY, Secretary
HOME OFFICE: Alton, Illinois
SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

RELIABLE BELTING

EQUALLY efficient whether used for conveying, elevating, or the transmission of power. The specifications for that new elevator should include one of our many brands of elevator belting.

The Gutta Percha & Rubber Mfg. Co.

Chicago New York Boston San Francisco

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

PRECISION

in removing moisture from grain at the existing high prices is of extreme importance. To illustrate: The removal of one-half of one per cent too much moisture from 1,000 bushels of corn at $1.70 per bushel means a loss of $8.50. The Ellis Continuous Feed Drier is designed for drying grain under close limits and will meet your most exact requirements.

GRAIN DRIERS **ELLIS DRIER COMPANY** Postal Telegraph Bldg. CHICAGO, ILL. OAT PURIFIERS

WELLER MADE CHICAGO

FRICTION CLUTCHES

We make more types and sizes of clutches than any other concern in the U. S.

We have a clutch to suit every condition or requirement. Fully described in our new

Friction Clutch Catalog G-27

WELLER MFG. CO.

Chicago

THE TWO MILLION
Bushel Elevator of

Washburn - Crosby Company

MINNEAPOLIS, MINN.

is equipped with three separate DAY Dust Collecting Systems, any one of which may be operated separately, or all simultaneously.

When in need of a system or only a dust collector write

THE DAY COMPANY

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